

From: "irvin dawid" <irvindawid@hotmail.com>
To: <climate@abag.ca.gov>
Date: Fri, Jan 26, 2007 2:35 PM
Subject: Joint Policy Committee's Upcoming Climate Change Workshop

"2. What are the most important climate protection actions these regional agencies should take?"

Here's my suggestion!!

Bay Area Climate Protection Fee (CPF): Concept for draft legislation
(attached and pasted below...)

Introduction: During the transportation session of the Climate Protection Summit last November, many strategies were suggested, including what has been traditionally called a "vehicle registration fee surcharge", i.e. an add-on to annual registration and renewal fees paid annually by motorists to the Dept. of Motor Vehicles. Existing fees include the \$6 fee that funds the Air District's Transportation Fund for Clean Air and Carl Moyer programs that fund strategies to reduce criteria air pollutants that result from driving motor vehicles.

Recent history: Vehicle Registration Surcharge legislation:
During the 2006 legislative season, Transportation and Land Use Coalition (TALC), working with the Alameda County Congestion Management Agency, co-sponsored AB 2444/Johan Klehs, a vehicle registration fee surcharge of "up to \$10" that would have funded environmental and congestion mitigations. The bill, unfortunately, was vetoed by Gov. Schwarzenegger, as was the bill's predecessor in the prior legislative season. The Governor has consistently stated that he would not support increased fees without "a vote of the people".

Only one bill, Joe Simitian's SB 1611, specified a vote by the people to authorize a registration fee. That bill died in the Assembly Appropriations Committee.

Vehicle registration bills have been attempted numerous times since the successful bill in 2004 that added \$4 to vehicles registered in San Mateo County for the purpose of storm water pollution prevention and congestion mitigation. The fee was authorized by the county's congestion management agency, and all subsequent bills, SB 1611 excepted, have been patterned similarly, i.e. a government body authorizes the fee.

The Bay Area Climate Protection Fee would NOT be authorized by a regional agency. Rather, as proposed here, Bay Area regional agencies would authorize a VOTE by the region on the fee, possibly Regional Measure 3 (or RM 4 if "Pennies for Potholes" legislation is successful and authorized). It is believed that "authorization by a vote of the people" would be viewed positively by Governor Schwarzenegger as it does not impose a fee, but allows the voters to do so, and sets an example for how a region can fund measures to meet AB 32 goals.

Following on SB 1611, the BA-CPF enabling legislation "would be up to \$25". The regional vote would be authorized by the boards of the appropriate regional agencies (e.g. MTC, BAAQMD, ABAG, and JPC) that would co-sponsor it

with the support of environmental, business, and public health non-profits.

BA-CPF funds would be used to reduce greenhouse gas emissions that result from transportation – all projects must be shown to, in some way, help the Bay Area meet its share of AB 32 goals – hence the name, 'climate protection'. Equally important, by keeping the transportation focus, this fee would meet the 'nexus test' and should require a simple majority vote to pass by the voters, just as the two preceding regional measures (1988 and 2004) did.

Best regards,

Irvin Dawid
650-283-6534/mobile

Bay Area Climate Protection Fee (CPF): Concept for draft legislation

Introduction: During the transportation session of the Climate Protection Summit last November, many strategies were suggested, including what has been traditionally called a “vehicle registration fee surcharge”, i.e. an add-on to annual registration and renewal fees paid annually by motorists to the Dept. of Motor Vehicles. Existing fees include the \$6 fee that funds the Air District’s Transportation Fund for Clean Air and Carl Moyer programs that fund strategies to reduce criteria air pollutants that result from driving motor vehicles.

Recent history: Vehicle Registration Surcharge legislation:

During the 2006 legislative season, Transportation and Land Use Coalition (TALC), working with the Alameda County Congestion Management Agency, co-sponsored *AB 2444/Johan Klehs*, a vehicle registration fee surcharge of “up to \$10” that would have funded environmental and congestion mitigations. The bill, unfortunately, was vetoed by Gov. Schwarzenegger, as was the bill’s predecessor in the prior legislative season. The Governor has consistently stated that he would not support increased fees without “a vote of the people”.

Only one bill, *Joe Simitian’s SB 1611*, specified a vote by the people to authorize a registration fee. That bill died in the Assembly Appropriations Committee.

Vehicle registration bills have been attempted numerous times since the successful bill in 2004 that added \$4 to vehicles registered in San Mateo County for the purpose of storm water pollution prevention and congestion mitigation. The fee was authorized by the county’s congestion management agency, and all subsequent bills, SB 1611 excepted, have been patterned similarly, i.e. a government body authorizes the fee.

The Bay Area Climate Protection Fee would NOT be authorized by a regional agency. Rather, as proposed here, Bay Area regional agencies would authorize a **VOTE** by the region on the fee, possibly Regional Measure 3 (or RM 4 if “Pennies for Potholes” legislation is successful and authorized). It is believed that “authorization by a vote of the people” would be viewed positively by Governor Schwarzenegger as it does not impose a fee, but allows the voters to do so, and sets an example for how a region can fund measures to meet AB 32 goals.

Following on SB 1611, the BA-CPF enabling legislation “would be up to \$25”. The regional vote would be authorized by the boards of the appropriate regional agencies (e.g. MTC, BAAQMD, ABAG, and JPC) that would co-sponsor it with the support of environmental, business, and public health non-profits.

BA-CPF funds would be used to reduce greenhouse gas emissions that result from transportation – all projects must be shown to, in some way, help the Bay Area meet its share of AB 32 goals – hence the name, ‘climate protection’. Equally important, by keeping the transportation focus, this fee would meet the ‘nexus test’ and should require a simple majority vote to pass by the voters, just as the two preceding regional measures (1988 and 2004) did.

From: "monty_britton@juno.com" <monty_britton@juno.com>
To: <climate@abag.ca.gov>
Date: Fri, Jan 26, 2007 6:12 PM
Subject: You want our feedback? You want cleaner Bay Area Air?

You want our feedback?
You want cleaner Bay Area Air?

CHANGE THE STINK'N BICYCLE LAWS OF CALIFORNIA!

I GOT BACK IN MY CAR!
BECAUSE the School told me it was "illegal"
to ride a bicycle on the school campus!

Good luck trying to do this.

Even Arnold Schwarzenegger can't fight
the teacher's Unions in California, and
I can bet you "dollars to donuts" that the
California Teacher's Unions will fight any
sort of law changes that will allow me to
ride my bicycle onto school campus to drop
off my son.

So in the interim, till it is no longer
ILLEGAL for me to ride my tandem bicycle
onto my son's school campus to drop him off,
I am GETTING BACK INTO MY CAR and CLOGGING
UP THE STREETS WITH THE REST OF THE PEOPLE
DRIVING THEIR CARS TO THE SCHOOL TO DROP
OFF THEIR KIDS.

Attached is a photo showing that some
countries in the world "get it" with
regards to bicycles on Campus.
(legal there!)

This photo is East China University in Shanghai.
They don't fear lawsuits like we do over here.
So if you want to ride your bike onto campus
it isn't a problem!

Monty Britton



From: "Hoag, David" <david.hoag@intel.com>
To: <climate@abag.ca.gov>
Date: Sun, Jan 28, 2007 12:16 PM
Subject: Joint Policy Committee's Upcoming Climate Change Workshop

Joint Policy Committee:

Thank you for the opportunity to provide feedback.

My suggestions below:

Regarding the question of leadership - I think that PAC should create and communicate a solid vision of what the community needs to do reduce global warming. Examples:

1. demonstrate what smart growth looks like
2. drive a core set of transportation solutions and show how they meet the objective of reducing

Specific Climate Protection actions

1. Promote walking & cycling for short distance errands (1 mile or less) as an improvement to the quality of life as well as an action most people can take to reduce global greenhouse gases

- * Provide safe, well signed pedestrian & bicycle routes to shopping centers and grocery stores
- * Improve bicycle facilities in these centers.
- * Develop partnerships with key retailers (e.g: Wholefoods) to provide flexible personal shopping carts / trailers.

2. Promote real time energy feedback technology for home use. When we easily see the impact of our actions, our behavior changes (similar to the MGP indicator in many hybrid cars). Tools, such as the PowerCost Monitor, provide that immediate feedback.

David Hoag

Silicon Valley Bicycle Committee Board Member

San Jose, CA

-----Original Message-----

From: Bill Tournay <bill_tournay@dot.ca.gov>
To: <climate@abag.ca.gov>
Date: Mon, Jan 29, 2007 11:24 AM
Subject: Comment: Joint Policy Committee's Upcoming Climate Change Workshop

I hope to participate in person, but it is problematical at this point.

I would like to make a suggestion about how to structure discussion and process comments. There is a wide range of solutions that you are alluding to-- some of a management nature; others, endorsing compulsory planning and mode shifts. the list from the website covers a huge set of possible actions (that also need to be accompanied with a straw budget, to get beyond the dream sequence stage.) The one aspect I find MISSING IN ALMOST ALL DISCUSSIONS is a reasonable estimate of timeframes and probable outcomes for any and all solutions.

It is verging on the ludicrous to endorse mid-to long-term solutions without considering their probable level of effectiveness as measured against the rate of increase of population, travel, congestion, degradation of air and water qualities, economic effects of gridlock, etc. The problem is not a static one. The rate of increase of the problem is critical to any analysis, because it eliminates options and reduces the size of the solution set to reasonable choices.

A specific solution has to be matched to a problem or problems with a probabilistic statement of the estimated effect of any mitigation. Such a multi-variate analysis would allow agencies to program (and "sell" solutions, to both decision makers and the public) with some predictive statements. It is an Alice-and-Wonderland world to adopt a long-term solution as a panacea (e.g., "Supporting inter-regional high-speed rail" or "Expanding carpool lanes") when it won't happen in time to do much good and when current dollars might be better spent on a shorter term management solution, like "Integrating rail and bus networks" or "Providing more free shuttles", particularly in downtown areas". Your shopping list of alternatives is an impressive and comprehensive one, but it is only a start toward a much more highly refined approach.

And I would predict -- based on experiences of other world class cities like London, Amsterdam, Copenhagen -- that the lasting solutions to our problems will have to come out of the "Regulatory" category, no matter how nicely you "encourage" voluntary enforcement and compliance. We have created the automobile-based society and are seeing the limits of the paradigm. Now we need to modify it by incentives, sanctions and enforcement.

William E. Tournay Jr., Branch Chief
Intelligent Transportation Systems and Advance Technology
Office of Policy Analysis and Research
Division of Transportation Planning
Calif. Dept. of Transportation

<*><*><*><*><*><*><*><*><*>
916.653.4680 (w) 916.653.4570 (fx)
Mail: POB 942874 - MS 32,
Sacramento, CA 94274-0001
<*><*><*><*><*><*><*><*><*>

From: "Steve Raney" <steve_raney@cities21.org>
To: <climate@abag.ca.gov>
Date: Thu, Feb 8, 2007 5:22 PM
Subject: teeth in RHNA

Dear ABAG Regional Climate-Change Strategy team,

This item is obviously preaching to the choir, but we need teeth in RHNA, carrots and sticks.

Below is a post I made to Palo Alto's climate protection (GRTF) yahoo group urging compliance with RHNA. This sort of critique applies to many Bay Area cities that claim to want climate protection while simultaneously fighting RHNA.:

Start Topic

The Housing / Global Warming Link Message List

Reply | Forward | Delete Message #101 of 105 < Prev | Next >

On Jan 26, the Weekly reported on "Unrealistic housing numbers worry city," coming from the draft ABAG Regional Housing Needs Assessment for 3,716 new housing units for Palo Alto by 2014.

Palo Alto residents are very involved and vocal about ensuring that the best qualities of their neighborhoods remain in place. It is impossible to be elected to the Council on a platform of adding 3,716 new housing units. But, from a global warming standpoint, that's the right thing to do. Compounding the problem, very few people understand the direct, and large link between housing and global warming.

Peter Drekmier does, but that I doubt that translates into Peter taking on the suicidal position of advocating for 3,716 new housing units. Says Peter in the big June 21, 2006 Weekly climate change article, "PROXIMITY is more important than the efficiency of a vehicle. Our biggest impact on climate change is driving." Hence while it is terrific to buy a Prius, it is even more terrific to reduce vehicle mileage.

It is only a slight oversimplification to envision that each of the 3,716 housing units that is NOT built in Palo Alto will be built in Tracy. (Just check the Sunday real-estate section of the Merc or Chron, the bulk of new housing is being built beyond the "outer ring" where you can buy a new 3,500 square foot house on the cheap.) Hence, you can envision two workers living in Palo Alto and biking to work being replaced by two workers living in Tracy, driving separately and driving solo, each commute producing 15 tons of CO2 per year (30,000 miles per commute per year).

A peer-reviewed Autumn 2006 study published in the Journal of the American Planning Association by U.C. Berkeley's Robert Cervero and Michael Duncan further reinforce the importance of locating housing next to jobs. Cervero and Duncan find that remedying jobs-housing imbalance is even more effective than creating walkable mixed use neighborhoods in reducing vehicle mileage (and CO2 generation). [Which Reduces Vehicle Travel More: Jobs-Housing Balance or Retail-Housing Mixing?, Robert Cervero and Michael Duncan, Journal of the American Planning Association, Autumn 2006.]

Irvin Dawid and I are losing our hair attempting to make the The Housing / Global Warming Link. It's been a pretty depressing battle on the national, regional, and local levels. Al Gore used to champion Smart Growth early in his presidential campaign, then went mum, then Inconvenient Truth makes no mention at all. There's an amazing overemphasis on improving fuel economy nationally - not that increasing MPG is a bad thing - just that's it's being given unusually high priority on account of the research that is selectively chosen to buttress it's importance.

Anyway, Irvin and I will attempt to get an OpEd written on this subject in the next month. And we might even try to obtain some local Sierra Club backing. Don Weden "gets it." Worldchanging.com gets it. Bill McKibben gets it. We're not alone, but we're a teeny minority paddling upstream with broken paddles in a leaky canoe, carrying two anvils.

- Steve

=====

Steve Raney
Cities21, Next Generation Smart Growth
Lead Researcher, U.S. Environmental Protection Agency Collaborative Sustainability grant, "Transforming Office Parks into Transit Villages"
Palo Alto, CA
cities21@cities21.org

From: "Steve Raney" <steve_raney@cities21.org>
To: <climate@abag.ca.gov>
Date: Thu, Feb 8, 2007 5:30 PM
Subject: traffic reducing housing

Dear ABAG Regional Climate-Change Strategy team,

Here is a relatively new smart growth innovation that goes beyond best practices, Traffic Reducing Housing:

For new apartments and condos, Traffic Reducing Housing (TRH) selects residents with fewer cars who will drive less.

TRH has huge potential benefits. Such preferences are best applied in major metropolitan areas suffering both severe traffic congestion and housing affordability problems. Such preferences create "win/win/win/win/win" outcomes for cities, residents/workers, employers, neighbors, and developers. Locating housing next to jobs will:

- * decrease particulate/greenhouse emissions, vehicle miles traveled, and gasoline consumption.
- * minimize inconvenience caused to existing neighbors by minimizing resultant traffic congestion at the already congested local intersections, especially around peak commuting hours.
- * improve quality of life for TRH worker/residents: a) increase family time, b) reduce commute stress, c) reduce the cost of living by reducing auto ownership/operation costs.
- * allow workers to walk and bike to work.
- * reduce regional pressure to grow outside the inner suburban ring / greenbelt.
- * enable land-constrained cities to more easily meet state mandated "regional housing needs assessments."
- * reduce employee turnover by providing better quality of life.

How important is Walk to Work housing? Crucially important!

* "The most cost-effective peak hour trip reduction in the Bay Area is to provide housing for workers. Stanford makes money on the housing when they match housing and jobs. This is a traffic reduction measure with a 'negative cost.' " - Jeffrey Tumlin, Principal, Nelson Nygaard Associates transportation consultants.

* Governor Schwarzenegger's housing vision: "each community should house its own."

* "An increasing number of Silicon Valley workers have been forced to live farther and farther away from their jobs, with thousands having to commute two to three hours a day, one way, to get to work. This underlines the importance of creating housing in the Silicon Valley not only to improve workers' quality of life but also to cut down on traffic and air pollution" - Carl Guardino, CEO, Silicon Valley Leadership Group (Portsmouth Herald, March 2001).

* Palo Alto Weekly's Sue Dremann covered Palo Alto's global climate change efforts in the June 21, 2006, lead article. "Getting people out of their cars is one solution, and closely related would be creating a blueprint for making home and work spaces easily accessible without driving. One working model is at Stanford University, where priority in housing is given to people who work there. At Stanford West, people who work at the hospital can bike to work." Palo Alto Councilmember Peter Drekmeier characterizes the TRH opportunity: "Proximity is more important than the efficiency of a vehicle. Our biggest impact on climate change is driving." See pages 14-15, 17-19: <http://www.paloaltoonline.com/weekly/morguepdf/2006/2006_06_21.paw.section1.pdf>
http://www.paloaltoonline.com/weekly/morguepdf/2006/2006_06_21.paw.section1.pdf

Is there another answer besides TRH? No!

While Anthony Downs (Brookings Scholar and author: Still Stuck in Traffic) advises commuters to learn to cope with traffic congestion delay in the short run, he believes that, in the long run, jobs and housing will eventually move together or "co-locate." From an analysis of current research, Berkeley's Robert Cervero disagrees that co-location will come about without intervention. He concludes that the natural incentives for people to reduce the distance between work and home have not been working. "Average journey to work distance has been increasing; jobs/housing balance continues to exacerbate." Thus, we conclude that co-location is very important, but we need to implement policy measures to reduce the distance between jobs and housing.

Many Bay Area cities have preferences (or have considered preferences) for teachers, public safety officers, and/or public employees, but none of these programs provides significant traffic reduction compared to TRH. These cities include Cupertino, Larkspur, Los Altos, Menlo Park, Milpitas, Mountain View, Oakland, San Anselmo, San Carlos, San Jose, San Francisco, San Rafael, Sunnyvale, Tiburon, and Walnut Creek.

Three pioneering TRH examples: Stanford, Santa Barbara, Redwood City

1) Stanford West: 628 apartments

Stanford provides priority to local workers with very short commutes, saving 2.6 million annual vehicle miles traveled and 2.6 million annual pounds of CO₂. Stanford West residents with green commutes receive a 10 percent monthly rent discount. Stanford provides a top-notch shuttle bus system and an extensive dedicated bike path network. Stanford charges \$51 per month for employees to park on campus, and that parking isn't very convenient.

2) Santa Barbara's Casa de Las Fuentes

For 42 affordable downtown apartments with excellent access to jobs, shops, recreation, and transit, Santa Barbara adopted green commute housing preferences:

* First priority: for residents who work downtown who do not own a vehicle and agree to not own one during their occupancy. Rent is \$50

per month less for residents who do not park a car. All employed household members must work only in the downtown area.
* Second priority: for residents who work downtown

The 42 unit development has only TWENTY CARS!

3) Redwood City's Peninsula Park - 800 condos

This project is still in the planning stages, but represents the U.S.'s first proposal to apply TRH to market rate condos. Redwood City has a vibrant mixed-use downtown with a Caltrain commuter rail station. There are 85,000 jobs within 3 miles of the project site. The Peninsula Park project will feature a 0.8 mile bike path to downtown and a 1.4 mile shuttle bus route to downtown. The developer's banker has already approved TRH - that's an important occurrence that should be noted. Innovations such as these are not readily supported by the real-estate lending community.

More details including case studies, applicable fair housing law, FAQ, employee/resident tenure, etc: <http://www.cities21.org/workerHsng.htm>

=====

Steve Raney

Cities21, Next Generation Smart Growth

Lead Researcher, U.S. Environmental Protection Agency Collaborative Sustainability grant, "Transforming Office Parks into Transit Villages"

Palo Alto, CA

cities21@cities21.org

From: "Steve Raney" <steve_raney@cities21.org>
To: <climate@abag.ca.gov>
Date: Thu, Feb 8, 2007 5:53 PM
Subject: PRT as a transit circulator for bay area job centers

Dear ABAG Regional Climate-Change Strategy team,

PRT (personal rapid transit) is coming to the world's largest airport (Heathrow) in 2008. PRT is given serious consideration in Europe, Asia, and the Mideast, but is mostly ignored in the states. Transportation alternatives in the U.S. require subsidy, but PRT as a circulator offers the opportunity to run at a profit. The EU Research Directorate believes PRT is an essential part of their sustainability strategy. The Regional Climate-Change Strategy team should adopt the same conclusion.

A popular introductory video about PRT can be found at:
 <<http://www.cities21.org/MS.wmv>> <http://www.cities21.org/MS.wmv> . See also this introductory web page: <http://www.cities21.org/PRT.html>

Below are Calthorpe and Sir Peter Hall PRT endorsements:

Peter Calthorpe of Calthorpe Associates & Fregonese Calthorpe: We need better transit circulator technology: personal rapid transit:

* In a six-page paper,
 <<http://www.calthorpe.com/clippings/UrbanNet1216.pdf>>
<http://www.calthorpe.com/clippings/UrbanNet1216.pdf> , Calthorpe writes:
 "All the advantages of New Urbanism - its compact land saving density, its walkable mix of uses, and its integrated range of housing opportunities - would be supported and amplified by a circulation system that offers fundamentally different choices in mobility and access. Smart Growth and new Urbanism have begun the work of redefining America's twenty-first century development paradigms. Now it is time to redefine the circulation armature that supports them. It is short sighted to think that significant changes in land-use and regional structure can be realized without fundamentally reordering our circulation system."

* At the CNU '05 conference, Calthorpe said, "One of my pet peeves is that we've been dealing with 19th Century transit technology. We can do better than LRT. We can have ultra light elevated transit systems (personal rapid transit) with lightweight vehicles. Because the vehicles are lighter, the system will use less energy. I used to be a PRT skeptic, but now the technology is there. It won't be easy to develop PRT technology and get all the kinks out, but it is doable. If you think about what you'd want from the ideal transit technology, it's PRT: a) stations right where you are, within walking distance, b) no waiting."

Sir Peter Hall: "The social perception of public transportation depends on the quality of the transportation. I think we may be looking to technological advances in public transportation to create new kinds of personal rapid transit. We had a big breakthrough announced only a week ago that a British system called, literally, PRT, Personal Rapid Transit, is going to be adapted for Heathrow Airport progressively over the next ten years. And when you drive your car into Heathrow to one of the parking lots, you will get your own personal vehicle and program it to go to your terminal, or vice versa. And if this is as successful as I think it will be, this could be a big breakthrough in developing new kinds of totally personalized rapid transit, which could transform our cities in ways that we can't yet see." Dec 15, 2005, Natl Building Museum.

There are 17 major suburban-style job centers in the Bay Area, covering 590,000 employees. Each of these jobs centers could dramatically reduce VTM via a PRT circulator making ridesharing and transit more effective. Details on the job centers can be found at:
<http://www.cities21.org/BABPC/>

1. HBP - Hacienda Business Park, Pleasanton.
2. SSF - South San Francisco's biotech park to the East of Hwy 101
3. SRP - Stanford Research Park, Palo Alto
4. Bish - Bishop's Ranch, San Ramon - <http://www.bishopranch.com/>
5. Emery - Emeryville: A dense one square mile edge city with more than 1MM square feet of retail and significant residential
6. Stan - Stanford: encompasses the University, the regional Stanford Shopping Center, Stanford Hospital, and downtown Palo Alto.
7. Shore - Shoreline Business Park, Mountain View. Includes Google campus
8. Moffet - Moffet Field, Mountain View
9. Whisman - Employment near Central Expressway in Mountain View.
10. GreatAm - Great America employment Area, Santa Clara
11. nFirst - North First street employment Area, San Jose
12. 237680 - Employment southwest of the 237/680 interchange, including the Great Mall, Milpitas
13. oakmead - Employment near Central Expressway in Sunnyvale

- 14. SJC - Employment southwest of San Jose Airport
- 15. Cup - Cupertino - includes Apple Computer Campus
- 16. IBM - IBM Santa Teresa employment center, southeast San Jose
- 17. Walnut - downtown Walnut Creek

Hence, the Regional Climate-Change Strategy team should send a blue ribbon delegation to Heathrow for a Fall 2007 hands on demonstration.

One vision for a PRT-centered comprehensive mobility solution for bay area job centers can be found at:

* Transportation Research Record: Journal of the Transportation Research Board, Suburban Silver Bullet: PRT Shuttle and Wireless Commute Assistant with Cellular Location Tracking, TRB, National Research Council, Washington, DC, Number 1872, December 2004, pp. 62-70. Suburban Silver Bullet: PRT Shuttle and Wireless Commute Assistant with Cellular Location Tracking, Steve Raney.
<http://faculty.washington.edu/jbs/itrans/raneysb1.htm>
* TRB 1/07, "Major Activity Center PRT
<http://www.cities21.org/TRB_PRT_HBP.pdf> Circulator Design: Hacienda Business Park" - 4.4MB , http://www.cities21.org/TRB_PRT_HBP.pdf

=====

Steve Raney

Cities21, Next Generation Smart Growth

Lead Researcher, U.S. Environmental Protection Agency Collaborative Sustainability grant, "Transforming Office Parks into Transit Villages"

Palo Alto, CA

cities21@cities21.org

From: Martin Delson <delsonm@yahoo.com>
To: <climate@abag.ca.gov>
Date: Tue, Feb 13, 2007 3:52 PM
Subject: Climate protection actions for regional agencies

To: climate@abag.ca.gov
From: Martin Delson
Subject: Climate protection actions
Date: February 12, 2007

Dear Staff Members:

This message is in response to the question posed by the MTC Joint Policy Committee's Upcoming Climate Change Workshop: What are the most important climate protection actions the regional agencies (ABAG, Air District, BCDC and MTC) should take?

I am proceeding from the assumption that the most important actions are those that reduce the emissions of greenhouse gases (primarily CO2).

In recognition that many of the most effective measures probably require action by the State, and cannot be taken by the agencies themselves, I'll try to limit my suggestions to measures (not necessarily in priority order) that I think fall within the purview of the agencies in question:

Promote solar energy

Each of the agencies can take steps to decrease their own use of fossil fuels by (a) placing solar panels on their headquarters, and also by building solar panel sheds in their parking lots. (The Santa Clara Valley Water District has a good example of both uses at their headquarters on Almaden Expressway in San Jose.)

Promote the use of low emissions vehicles

The recent change enabling hybrid cars the use of carpool lanes points in the right direction. This concept should be extended.

First of all, I am convinced that the vast majority of cars in the carpool lanes are "free riders"; that is, vehicles where there would be multiple passengers even if there weren't any carpool lane. (In addition to the proverbial soccer moms, there are many commercial vehicles using the lanes where several people are going together to the job site.) And then there are the users like my wife and I who travel in the carpool lane when we visit my daughter. We would travel together in any event; the existence of the carpool lane was not the factor that persuaded us to travel in a single car.

I don't think that a serious study has ever been done to determine what the real reduction in traffic is due to the carpool lanes; i.e., in how many cases do people carpool who would otherwise travel separately if the carpool lanes didn't exist. (Counting the cars in the carpool lanes is obviously not the way to answer this question.)

So, my suggestion would be to change the carpool lane to a low-emission lane. Only those vehicles would be permitted in the lane which exceeded some minimal fuel efficiency standard. (With time, if the carpool lanes become too crowded, the threshold can be raised.)

Promote the use of public transportation

This is an issue that members of the task force are very familiar with, and which you know much more about than me, so I won't take your time with my thoughts on this topic.

Promote bicycling

One very good place to start would be to promote bicycling to school. The South Bay, where I live, has an almost ideal environment for bicycling – flat, few rainy days, and moderate temperatures. Yet an increasing number of students drive or are driven to school in private cars.

a) Elementary school

It would be worthwhile to take a survey of parents of elementary school children who drive their kids to and from school to determine the reasons for not allowing (or encouraging) the children to walk or bike to school.

I expect that the number 1 reason that would be mentioned would be concerns about children's safety. And these concerns or fears probably fall into two main categories: (1) fear of kidnappers or child molesters; and (2) fear of traffic.

There's probably not much that members of the Joint Policy Committee can do about the first set of concerns. But you do have the power to help alleviate the second, and I hope you do take some steps to do so.

- o Promote training in safe biking practices aimed at children.
- o Support public awareness campaigns (e.g. TV spots) aimed at motorists to make them aware of children on bikes on the road and how they should drive to not endanger the children.
- o Actively support the establishment and maintenance of bicycle lanes; especially a network of bike lanes leading to all schools.
- o Better regulate the traffic around schools. I read that most accidents involving kids on the way to school happens in the immediate vicinity of the school. It would be advantageous to make it less convenient for parents to drop off their children at schools: e.g. enforce rules against double parking, running the motor while waiting, etc.
- o Ensure that there are secure bike parking facilities at school.

b) Secondary school

Programs should be instituted to discourage students driving themselves to school and encourage walking, biking, or taking public transportation. Many of the suggestions I made for parents driving their kids to grade school will also apply to students who drive themselves to high school.

But one additional measure comes to mind:

- o Charge fees for student parking at the high school. (The income should be used to support alternative transportation.)

Sincerely yours,

Martin Delson
633 Palm Haven Avenue
San Jose, CA 95125

It's here! Your new message!
Get new email alerts with the free Yahoo! Toolbar.

CC: John Brazil <john.brazil@sanjoseca.gov>, Martin Delson <delsonm@yahoo.com>

From: Patrick Grant <sunnyvale_trails@yahoo.com>
To: <climate@abag.ca.gov>
Date: Tue, Feb 13, 2007 9:38 PM
Subject: Proposal to improve lighting efficiency

Greetings,
Perhaps the MTC would consider supporting eliminatating the lowly inefficient light bulb for most uses as in the attached proposal.
Cheers
Patrick Grant
1312 Cordilleras Av
Sunnyvale, CA 94087

TV dinner still cooling?
Check out "Tonight's Picks" on Yahoo! TV.

Assemblymember Lloyd Levine
California State Capitol
Sacramento, CA 94249-0040
Fax: (916) 319-2140

Jan 31, 2007

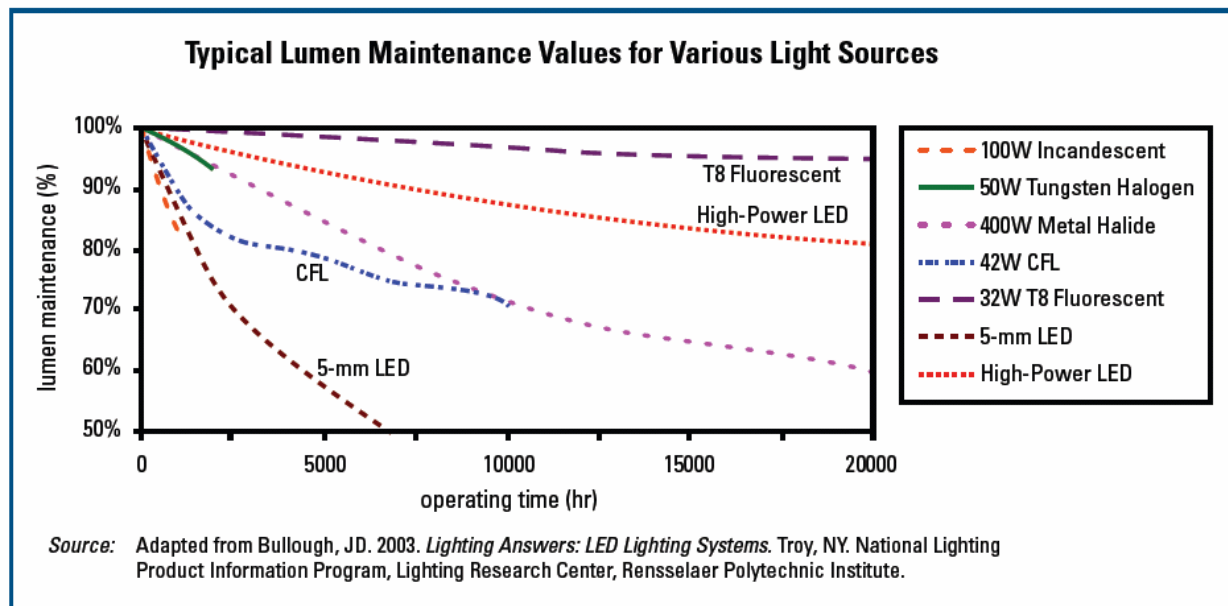
Subject: Helping your campaign to eliminate Edison's bulb and save the world

Honorable Assemblymember Lloyd Levine,

As a NASA engineer I applaud your effort to eliminate the incandescent light bulb, I hope that an effective legislation passes and is widely accepted. I must strongly suggest that the law be based on efficiency performance after 12 months of use and encourage alternate technologies, such as high power LED technologies (which can have excellent color characteristics). Laboratory White LED efficiencies are nearly double that of fluorescent bulbs, and forecast to reach 200 Lumen/W (60% efficiency) see UC Santa Barbara site <http://www.sslde.ucsb.edu/>. The legislation must be designed to encourage continued improvement in efficiency, and not stagnation in one particular technology.

Recommendations:

1. Base the measure starting at minimum efficiency at 35 lumens/W after 12 months of effective use (8 hr/day). Every 7 years, eliminate the products with efficiencies lower than 1.5 sigma from the mean of all bulb types sold.
2. It is important to use the 12 months of use, as many technologies and manufacturing methods efficiency die off very quickly and the user is left with a dim bulb. This is true for both fluorescent and LED bulbs. It important the consumer get value for their money or the program will breed resentment. Example of this can be seen on this chart from DOE site http://www.netl.doe.gov/ssl/PDFs/lifetimeWhiteLEDs_aug16_r1.pdf



3. It is important that light quality be maintained as a measured criterion. Common criteria such as CRI, flicker (some people especially epileptics cannot tolerate) and quick turn on time . See the EERE web site <http://www.eere.energy.gov/buildings/info/components/lighting/lamps/>. Requiring CRI and turn on time to be displayed along with efficiency will allow consumer some informed choices.
4. There must be some type of field sampling or reward to those showing defective bulbs to assure manufactures are not cheating.

Regards

Patrick Grant (co2_truth@yahoo.com)
1312 Cordilleras Av
Sunnyvale, Ca 94087

From: RRTalley <rrtalley@yahoo.com>
To: <climate@abag.ca.gov>
Date: Wed, Feb 14, 2007 10:29 AM
Subject: February 16th Climate Change Workshop

Attached are my responses to the questions to be discussed at the meeting.

Robert Talley

MTC info <info@mtc.ca.gov> wrote:
Date: Mon, 12 Feb 2007 14:07:14 -0800
From: "MTC info" <info@mtc.ca.gov>
To: "MTC info" <info@mtc.ca.gov>
Subject: February 16th Climate Change Workshop - Confirmation

Your reservation for the February 16th Climate Change Workshop is hereby confirmed.

Please note again the workshop information as follows:

Friday, February 16, 2007
9 a.m. to Noon
Joseph P. Bort MetroCenter
MTC Auditorium
101 Eighth Street
Oakland, California

Please note also that this event is now full. You are confirmed to attend; however, there is not space available for guests or walk-in participants. The workshop will be audiocast on the MTC Web site at www.mtc.ca.gov. Bay Area residents who are unable to attend are encouraged to comment via e-mail at climate@abag.ca.gov. In addition, a second workshop is being planned for Friday, February 23rd, and residents may be able to participate at that time. Check MTC's Web site for further information on the second workshop and how to RSVP.

The format for the morning will include group discussion on the attached proposed key questions, a brief break, and a discussion using your proposals for specific actions that should be taken by the four regional agencies.

We look forward to seeing you this Friday.

Joint Policy Committee Workshop Questions

Question 1:

Many of you are already taking action on climate protection. There are some excellent projects and programs being implemented by government agencies, businesses, schools, community groups etc.

How can these four regional agencies specifically help your city or business or community group to move forward with climate protection? What do you need to succeed? What can't you do on your own? What partnerships can we form to combine forces and work together?

Question 2:

“Regional leadership” can mean many things.

What is the most important kind of regional leadership that we need from the four regional agencies?

- Visionary leadership? (e.g., create a long-term vision for where we are going)
- Strategy implementation? (e.g., major public involvement/education campaign)
- Provider of resources? (e.g., provide funding for local climate protection efforts)
- Convener? (e.g., facilitate partnerships)
- Other?

Question 3:

Land use is one of the keys to reducing emissions from transportation. There are a number of agencies that make transportation decisions (MTC, county congestion management agencies, transit agencies). At the same time, local governments (101 cities and 9 counties) generally control land use in the region.

Given this dynamic, what role should the four regional agencies play to develop more climate-friendly communities? How can these agencies best work with local governments to advance these issues?

Question 4:

There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

What is the proper balance of regional resources devoted to (a) reducing GHG emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?

Question 5:

Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

What are your top two near-term actions that the regional agencies could implement in

the next one to three years? What are some of the first things we can do to implement these actions?

From: RRTalley <rrtalley@yahoo.com>
To: <climate@abag.ca.gov>
Date: Wed, Feb 14, 2007 10:35 AM
Subject: Fwd: February 16th Climate Change Workshop

Resend of my responses.

Robert Talley

RRTalley <rrtalley@yahoo.com> wrote:
Date: Wed, 14 Feb 2007 10:28:42 -0800 (PST)
From: RRTalley <rrtalley@yahoo.com>
Subject: February 16th Climate Change Workshop
To: climate@abag.ca.gov

Attached are my responses to the questions to be discussed at the meeting.

Robert Talley

MTC info <info@mtc.ca.gov> wrote:
Date: Mon, 12 Feb 2007 14:07:14 -0800
From: "MTC info" <info@mtc.ca.gov>
To: "MTC info" <info@mtc.ca.gov>
Subject: February 16th Climate Change Workshop - Confirmation

Your reservation for the February 16th Climate Change Workshop is hereby confirmed.

Please note again the workshop information as follows:

Friday, February 16, 2007
9 a.m. to Noon
Joseph P. Bort MetroCenter
MTC Auditorium
101 Eighth Street
Oakland, California

Please note also that this event is now full. You are confirmed to attend; however, there is not space available for guests or walk-in participants. The workshop will be audiocast on the MTC Web site at www.mtc.ca.gov. Bay Area residents who are unable to attend are encouraged to comment via e-mail at climate@abag.ca.gov. In addition, a second workshop is being planned for Friday, February 23rd, and residents may be able to participate at that time. Check MTC's Web site for further information on the second workshop and how to RSVP.

The format for the morning will include group discussion on the attached proposed key questions, a brief break, and a discussion using your proposals for specific actions that should be taken by the four regional agencies.

We look forward to seeing you this Friday.

Joint Policy Committee Workshop Questions
February 16, 2007, 9 a.m. – 12 noon
MTC Auditorium

Question 1:

Many of you are already taking action on climate protection. There are some excellent projects and programs being implemented by government agencies, businesses, schools, community groups, etc.

How can these four regional agencies specifically help your city or business or community group to move forward with climate protection? What do you need to succeed? What can't you do on your own? What partnerships can we form to combine forces and work together?

Instead of limiting Joint Policy Committee membership to public agencies, representatives from the academic and business communities should be included on the Committee. If you want to obtain support for new policies, policy making bodies shouldn't exclude the private sector from the decision making process.

Question 2:

"Regional leadership" can mean many things.

What is the most important kind of regional leadership that we need from the four regional agencies?

- Visionary leadership? (e.g., create a long-term vision for where we are going)
- Strategy implementation? (e.g., major public involvement/education campaign)
- Provider of resources? (e.g., provide funding for local climate protection efforts)
- Convener? (e.g., facilitate partnerships)
- Other?

Visionary leadership? No, not everyone's vision is the same.

Strategy implementation? Not yet, we don't have enough specific information about what and where the problems are or will be in order to implement any strategy. We need to do more research first especially with regard to potential vulnerabilities of our infrastructure.

Provider of resources? Without knowing where the funds would come from, we need to inventory our infrastructure vulnerabilities and initiate projects to take corrective actions. For example, funding for new construction, or repair by replacement, projects should include costs for additional design as needed to avoid future flooding that could be caused by rising seas.

Convener? Public/private partnerships should be encouraged.

Question 3:

Land use is one of the keys to reducing emissions from transportation. There are a number of agencies that make transportation decisions (MTC, county congestion management agencies, transit agencies). At the same time, local governments (101 cities and 9 counties) generally control land use in the region.

Given this dynamic, what role should the four regional agencies play to develop more climate-

friendly communities? How can these agencies best work with local governments to advance these issues?

Don't think just about the Bay Area, think INTERregionally. Think how repairing the rail line from the Port of Humboldt Bay in Eureka to Union Pacific's main line in Napa via Novato would allow for goods movement to be done with fewer trucks clogging up Bay Area freeways. Or reducing highway traffic by barging containers between the Ports of Oakland and Sacramento. What can Bay Area agencies do to help facilitate these efforts?

Question 4:

There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

What is the proper balance of regional resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?

Just as public transit requires subsidies beyond fare box revenues in order to operate, support of public as well as private efforts to conserve energy and protect impacts to property and lifestyles will also require subsidies of one kind or another. For example, when it costs a home owner \$25,000 to install rooftop solar panels on a three bedroom house, that isn't much of an incentive, especially when rebates come and go with the wind.

Some agency(s) will have to help fund the research, additional design and construction expenses that will be required to retrofit or replace vulnerable facilities. If billions of dollars must be spent on upgrading our infrastructure in the name of earthquake preparedness, what will be the cost of preparing for rises in sea level and who will pay for it?

Question 5:

Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

1. Cities and counties should reduce, if not eliminate, permit fees for alternative energy projects. For instance, some Bay Area cities have reduced their building permit fees for installation of solar panels. Reduced fees should be initiated for all "green" projects to encourage energy conservation.

2. Agricultural producers should be encouraged to install solar electrical systems for pumping of irrigation water. Water distribution on farms and ranches consumes large amounts of electrical energy.

Thank you for the opportunity to respond to these questions.

Robert Talley

From: "Milada Pajackowski" <Milada.Pajackowski@ferc.gov>
To: <climate@abag.ca.gov>
Date: Wed, Feb 14, 2007 6:21 PM
Subject: My ideas for your consideration regarding climate change/commuting needs ---

I can't attend your February 16th 2007 meeting. Here are my ideas for your consideration.

1- Restart the old ferry lines from Berkeley marina area and Point Richmond area to San Francisco during commute times. If the Ferry Building is too busy, considering adding another dock nearby. This would get significant traffic off I-80 and I-580.

2- Establish/reestablish new bus lines or sub bus lines where the commuter trip is too long. For example, I live in El Cerrito. I don't understand why I have to sit in the H bus and stop at all the Albany and Berkeley pickup spots. This seems unfair, when people near Gilman or Monterrey Streets can get on 20 to 30 minutes later and get off 20 to 30 minutes earlier. Also the H bus should start about 1 hour earlier. The same is true if I were to try an LA line. I'm sure other bus lines in other cities are doing the same thing. The result is that the bus is not time efficient for many commuters.

3- Make sure busses wait for BART trains to arrive later in the day. For example, the No. 7 bus at El Cerrito Del Norte or other bus lines that run 20-30 min apart, make sure the bus waits for people getting off BART. When the bus leaves exactly on time or what seems one minute early, they miss some travelers, who would have taken the bus, but don't because they don't to wait 20 to 30 minutes for the next bus. The bus line is then not used as much as it could be. The result is that the bus is not time efficient for many commuters and not used as well as it could be. It ends up not cost efficient on both sides.

4- Do more community education, both locally and area wide. Use posters, prime time TV/radio, newspaper ads, internet to inform the public of new ideas and changes.

5- San Francisco needs to interact with commuters from the East Bay and beyond more for commuting needs. I have asked why these commuters do it and their answer was: SF does not have timely daily travel/commuter support to non-standard, off main area locations. SF should do some meetings and interactions specifically for these folks.

6- FastTrac lanes are not designated well and should be designated earlier on approaches to the Bay Bridge.

6A- Update/upgrade the toll booths to be faster in taking money. Let people buy prepaid electronic commuter cards, like they do gift cards, or cell phone cards. These can be purchased at grocery stores, Target, Walgreen's, etc.

7- The new Bay Bridge already seems under-designed for traffic and the construction isn't completed yet. It seems there will not be enough lanes and it should have had two levels for traffic. One level could have been for trains, trucks, etc. only. Is it too late to add on to the bridge on the sides or above the current deck?

8- BART- why do ALL commuters from north, south and east of Oakland have to go through Oakland, especially 12th, 19th, and West Oakland Stations? Do you know how many people don't need these stops; it would seem that this is half or the majority of travelers? Can't there be a short cut or bypass of this area? This would mean a new tunnel in this area. Also, why can't there be express trains from the endpoints, like from El Cerrito Plaza, etc?

9- Wasn't the BART line supposed to extend north of Richmond to San Pablo, Pinole, Hercules, etc at one time? This should be reconsidered as a lot of traffic comes down I-80.

10- The entire Bay Area needs revamping of stoplights --- both for timing of signals and updating the signals. This would be especially helpful to group several cities together and not have each city do their own. I find I frequently wait at stop lights at any time of day or night and there is no cross traffic. I also find some lights are on too long (red or green too long).

11- Yes, complete the third bore at the Caldecott tunnel.

12- Please consider my ideas seriously; thank you for the opportunity for me to provide my thoughts above.

CC: "Milada Pajackowski" <Milada.Pajackowski@ferc.gov>

From: "Carli Paine" <carli@transcoalition.org>
To: <climate@abag.ca.gov>
Date: Thu, Feb 15, 2007 5:04 PM
Subject: TALC JPC Comments feb 07.doc

Hello--

Please accept the attached written comments for the February 16, 2007 JPC
Climate Change Workshop.
Thank you,
Carli

Carli Paine, Transportation Program Director
Transportation and Land Use Coalition (TALC)
510.740.3150 x315
www.transcoalition.org

Register now for TALC's 10th Annual Summit
Bay Area Solutions to Global Warming
Cooling the Planet with Walkable Communities and World Class Transit
Saturday, March 24, 2007 in Oakland
More information at: www.transcoalition.org/cal/summit07/summit.html

CC: "John Knox White" <john@transcoalition.org>, "Stuart Cohen "
<Stuart@transcoalition.org>

To: Members of the Joint Policy Committee
From: Transportation and Land Use Coalition (TALC)
Date: February 16, 2007
Re: Input into JPC Climate Change Workshop

California's landmark climate change law, AB 32, calls for reducing greenhouse gases by 25% by 2020 and 80% by 2050. Because over 50% of the Bay Area's greenhouse gas emissions come from the transportation sector (mostly private cars and trucks),¹ we are strongly supportive of the State's designation that at least 18% of the reduction by 2020 be addressed through smart growth and transportation efficiency.²

We can certainly achieve some shorter-term emissions reductions in the transportation sector through technology and regulation. However, as we look at the projections for the Bay Area's population growth and see that in 2050, our region will be home to 10 million people, it is imperative that we have to think about reducing our existing emissions and planning for growth in a way that prevents and minimizes future emissions. Responsible land use partnered with a thriving public transit system can have tremendous greenhouse gas emission reduction benefits.

The Bay Area can help create a model for helping California and other states address the systemic causes of much of our greenhouse gas production. By strengthening partnerships among our many regional agencies and building upon the land use innovations that MTC and ABAG launched over the past few years, the region can clearly assume a leadership position.

The JPC agencies are in a unique position to adopt key policies and programs to reduce vehicle miles traveled (VMT), and therefore greenhouse gas emissions. To do so we need to support responsible land use, prioritize and fund those transit projects that have the greatest impact on VMT reduction, and catalyze new approaches to reducing VMT, as outlined below.

Support Responsible Land Use

Over the next 25 years, our population is projected to grow an additional 21% and spur an increase in VMT of 33%.³ Sprawling development patterns continue to cause annual increases in VMT. These patterns also have a massive carbon footprint because of the larger energy and water demand they generate and expansive infrastructure they require. Inefficient land use also depletes the open spaces and forests that act as carbon sinks.

The way in which we use land will be the key to our ability to accommodate this growth while simultaneously reining in emissions. By focusing our future development on compact, mixed-use development with quality transit options and housing for all income levels, we can create communities that will allow the Bay Area to dramatically reduce emissions. To ensure that the Bay Area grows responsibly, the JPC should adopt the following goals:

¹ *Source Inventory of Bay Area Greenhouse Gas Emissions*. Bay Area Air Quality Management District. 2006.

² California Climate Action Team Report to Gov. Schwarzenegger and the CA. Legislature. California Environmental Protection Agency, March 2006

³ *ARB Almanac, 2005. Appendix B*. Air Resource Board. 2005. & *San Francisco Bay Area Regional Demographic and Travel Characteristics*. MTC. 2006.

- Integrate strong VMT reduction goals into all regional plans, especially MTC's Regional Transportation Plan (RTP).
- Provide sufficient resources to implement ABAG's "FOCUS" process, with rewards for cities and agencies that voluntarily adopt the recommended growth criteria.
- Update the Bay Area Smart Growth Vision to create a more detailed plan that extends through 2050 and designates priority open space for protection.
- Include strong recommendations for regional policies to reduce parking in the Regional Parking Study and condition the award of regional funds on implementation of these policies.
- Evaluate and strengthen MTC's Transit-Oriented Development and Complete Street policies and give additional funding to cities for planning and implementation of transit-oriented development.
- Significantly expand funding for bicycle and pedestrian safety programs.

Prioritize and Fund Transit Projects with the Greatest Impact on VMT

The JPC should identify and fund transit investments and programs that most effectively reduce vehicle travel by single occupancy vehicles. Given the urgency of climate change, we should reevaluate existing regional transportation funding by reducing the baseline commitments in the upcoming Regional Transportation Plan (RTP) update. Currently, only about 10% of funds are considered discretionary; we need to reprioritize resources to address VMT reduction as priority. At the same time, we need to establish new, dedicated funding sources to support existing and new transit options. Priority regional transit goals need to include:

- Stabilize and expand transit funding to ensure all existing transit systems have the necessary resources to maintain their services, including full funding of the Lifeline Transportation Network.
- Expand funding for Bus Rapid Transit and Rapid Bus lines.
- Implement the recommendations from the upcoming Regional Rail Plan.
- Support continued funding for planning a California High Speed Rail system.
- Support the California Energy Commission's recommendation of a public goods charge on petroleum to reduce emissions from the transportation sector and consider other sustainable funding mechanism.

Catalyze New Approaches to Reducing VMT

Education and incentive programs can have significant, immediate, and lasting impacts on reducing vehicle miles traveled. Many of these programs have other social benefits as well, such as decreasing congestion and increasing neighborhood safety. We recommend that the JPC:

- Undertake a process for funding pilot programs with comprehensive data collection to evaluate the effectiveness of education and incentive programs such as:
 - Eco-passes
 - Rideshare/workplace transportation programs
 - Safe Routes to School
 - Safe Routes to Transit
 - TravelChoice residential education program
 - Car sharing
- Expand funding for those programs that show great promise in reducing existing VMT.

The members and affiliate groups of TALC look forward to working with the JPC and its member agencies to promote a sustainable, equitable, and climate-friendly region.

From: Roy Nakadegawa <rnakadegawa@myfastmail.com>
To: <climate@abag.ca.gov>
Date: Fri, Feb 16, 2007 2:26 AM
Subject: (definitely spam: 35.4522) Comments on Regional Climate Change Workshop

I was registered to attend but will be unable to attend. So here are my comments in lieu.

Roy Nakadegawa

=====

Comments on Regional Climate Change Workshop

Question 1;

Since Greenhouse Gases (GHG) are affecting Climate Change (CC), it should involve all the agencies sponsoring this workshop, therefore, an ordinance that requires a Check Off by all the agencies should be enacted for any large development.

CC or global warming (GW) with increasing GHG is producing dire effects, as we currently live, so we need to reduce GHG emission. The dire effects are: weather changes; water shortage; sea level rise, drought, and livability.

And it is known that autos are the major generators of GHG. US comprise of just 1/21 of the worlds population, but shamefully per capita is the greatest generator of GHG. MTC's recent Planning Committee presented a power point Slide indicated 50% of GHG was from vehicles which was greater than US overall and 3.6 times higher than rest of the world.. US utilizes third of the world's petroleum production, which is mainly consumed by our vehicles producing major portion of our GHG. We are so inundated by vehicles we have more registered vehicles than issued driver licenses.

It will take major changes to reduce auto emission in how we develop, travel and live. This involves where and how we develop especially around low lands around the Bay for it is predicted that sea level will rise from a meter to what some studies predict more than 6 meters. Single-family homes utilize several times the fuel and water than dense living units. An eminent problem of drought, caused by emission of GHG from autos is a reason we need to redevelop into more dense development as well as dense development uses less water.

Cities need to reduce GHG using comprehensive overall studies and plans with developments utilizing increase transit. To accomplish this they need to again place more emphasis on development of dense corridor routes for transit that increases transit. Additionally we need to educate everyone of the ineffectiveness of Congestion Relief because we will have it whether we develop or not.

I have viewed Dense Developed Communities in Stockholm, Amsterdam, Zurich, Yokohama, Tokyo, Kobe and Curitiba, which we call "Transit Oriented Development". The TODs have dense mixed-use corridors with businesses, institutions, and residential developments on which transit operates with priority. They rely less on the auto and more on other modes of mobility as walking, bicycling, and public transit use. They create an enriched livable environment that provides a sense of neighborhood and community. Most have public open pedestrian space as plaza that is closed to auto. They substantially reduced the use of the auto, the major emitter of pollution and GHG..

Question 2;

*- Definitely, it will require visionary progressive leadership not only on a regional basis but at all levels from Federal, State, Region, and local governance to influence how we develop and we need to educate the public on the need to endorse such a change as well.

* - Many Smart Growth efforts have created a team of knowledgeable people to circulate at neighborhood meetings with a power point slide description on what we are facing with CC and show alternatives that we can do to reduce GHG. Then discussed this in small groups and take a poll as to what they have seen and discussed and their preferred way we should develop.

This will take the recruitment of knowledgeable volunteers to be resources to help inform people at the meetings.

Question 3;

Land use; -

As mentioned earlier land use definitely is a major element that is affecting CC and needs refinement. We need to promote more regional consideration in development as well as institute regional revenue sharing to minimize duplicative competitive development and promote social equity. This will also add to more permanence of large developments rather than what we are experiencing -Skip stop development- especially with shopping centers that are created by the sprawl we have allowed.

MTC is providing more incentives for coordinating land development to transportation or transit, which communities will agree to in order to gain regional funding. However, there is a possibility that they may not carry out the development they agreed to, so there should be some form of penalty if they do not follow through. It is like offering a carrot and a stick. (such as restriction of future regional funds)

Also before a major transportation project that requires regional and state funding that is proposed by a community or a politician as a ballot proposition, the project should require full review and assessment by MTC and ABAG as to its cost-effectiveness, housing, equity and overall benefit to the environment and society and this assessment be included in the ballot measure.

Discourage auto use; -

We have continually funded congestion relief almost as a foregone conclusion for almost a century, at great cost, which has increased auto use. We rationalize congestion relief saying congestion affects our economy but other developed countries doing otherwise by imposing more costs and restrictions to reduce auto use and are still competitive. Moreover, we continually allowed sprawled developments, which are planned solely with autos for mobility, which have ceaselessly increased auto use and congestion. If we want to reduce GHG we should require development that integrates transit and the developer should be responsible for its initial operation for several year until it gets established.

We should establish maximum parking requirements rather than minimum and impose a parking tax exempting residential parking.

Incongruously on funding transportation, we have gradually placed more of its cost onto the general public rather than auto users and are about the only developed country doing so. Other developed countries impose various forms of pricing and restrictions onto auto use, while improving transit and reducing auto use through integrating transportation to development. They impose far more cost and restrictions to auto use, such as; tax fuel 2-8 times higher (fuel cost \$4-7 per gallon), increase various registration fees, impose tolls on new major highways, limit and impose fees on use of parking and restrict auto access to dense developed areas for pedestrians. They do this discourage auto use for they are concerned with GW, livability and their future.

We have imposed local sales tax to fund transportation, which everyone pays rather than assigning this cost onto auto users. We just passed Prop 1B, a \$19.9 Billion Bond for transportation relief that again the public will pay off from state revenues and taxes over 30 years. Additionally, the fuel sales tax, where most all other sales taxes goes into State's general fund, we passed Prop 1A that restricts this fuel sales tax to be used solely for transportation

We need legislators at all levels to be concerned with CC and GW and change how we fund transportation. Our Governor reputed for his environmental stance evidently is unconcerned for he treats transit with minor importance and funds highway expansion. Transit is as important if not more so, as education, which are both more important than relieving congestion. This is because we have never ever successfully relieved congestion over time. Congestion returns within a few years often at greater intensity due to the manner we allow development, so auto use increases relentlessly.

What is even worse is that the Governor is proposing to divert the "spillover" funds (/part of the fuel sales tax of around \$1.1 billion that increases as fuel price increases)/ that finances sorely needed existing transit operations to instead pay off the interest on the approved 1B Bonds for congestion relief. He further recommends that these funds be permanently diverted from transit operation.

If we increased gas tax 10 cent per gallon it would raise around \$2 Billion per year and 10 cents is hardly any different than the fluctuation occurring recently, but it is a TAX INCREASE legislators are

wary of imposing. With \$2 Billion per year, over 10 years, would equal the Bond measure. Using the Fuel Tax revenue many of the projects could be built on a pay as you go basis or we could use its annual revenues and borrow short term loans at less total interest and probably build most of the planned projects that the 1B Bonds will, in almost the same period.

The 1B Bond revenues will be allocated over 4-5 years on many projects that still require; matching funds, construction plans, and possible EIRs, so they may take years before completion. After Bond monies are allocated, to amortize it we will be making annual payments over 30 years plus interest. However, with the 10-cent gas tax, we would still be receiving \$2 Billion each year afterwards. I believe MTC has the option to regionally raise gas tax.

A coordinated regional body can reduce auto use by imposing controls on developments that relies solely on the auto for mobility as well as impose greater cost on auto use as other countries. But we should urge the State legislators to also enact programs that promotes Smart Growth.

Question 4;

Since we produce so much GHG, I believe there is no proper balance for avoiding significant and unavoidable impacts we are facing because we may be beyond the point of irreversibility of CC. However, we should be doing what we can to impede the production of GHG that lessens the possible CC. We need to do a better job of reuse and recycle all materials we use/consume and we need to manage our solid waste where we recover more of the methane gas produced from treatment plants and dumps, for methane is a worse contributor to GHG than CO2. As former, VP Gore says, we need to start now.

Question 5;

Top two near-terms actions.

a) Conduct extensive neighborhood meetings about CC and GW and not fund any transportation projects that will increase auto use such as; increasing highway capacities, constructing the 4th Caldecott Tunnel, or even constructing HOV lanes busway but if we do, it should be a HOT lane.

b) Development plan of dense transit corridors along with a plan to phase in Bus Rapid Transit on major corridors that eventually will convert into a Busway and around existing transit centers plan dense TODs. Curitiba redeveloped high density corridors where prior to its development transit had only a 7% mode share but after the development of dense corridors with buses operating on Busways the mode share increased to 70%..

--

Roy Nakadegawa P.E.
rnakadegawa@myfastmail.com
phone: 510-526-5094; fax: 510-526-5094
751 The Alameda Berkeley, CA 94707

From: "Robert Raburn" <robertraburn@ebbc.org>
To: <climate@abag.ca.gov>
Date: Fri, Feb 16, 2007 8:11 AM
Subject: EBBC Comments

Thank you for your attention. Please call me if the attachment is corrupted.

-Robert Raburn, Executive Director

East Bay Bicycle Coalition www.ebbc.org
PO Box 1736 tel:(510)530-3444
Oakland, CA 94604 fax:(510)336-1604
info msg:(510)433-RIDE (7433)

"To promote bicycling as an everyday means
of transportation and recreation"

EAST BAY BICYCLE COALITION

POST OFFICE BOX 1736 OAKLAND, CALIFORNIA 94604

www.ebbc.org

February 16, 2006

Joint Policy Committee (MTC, ABAG, BAAQMD, BCDC)

Climate Change Workshop 1

MTC MetroCenter, 101 Eighth St, Oakland

Dear Committee members:

We have a global emergency and the bicycle represents the emergency vehicle that does not emit carbon. The problem is that gaps in bikeways—including many routes on the Regional Bike Plan—cause many people to be reluctant to regularly ride to nearby transit, shopping, schools or work. Riding a bike cannot require a gut-check for common trips.

Closing many **gaps in on-street and off-street bikeways** can occur in the short term with very little financial investment. We call for your four agencies to help us shine a bright light on three specific “**sacred cows**” of road design that **compromise the safety** and access for bicyclists.

1) **12-foot lane widths** are widely adopted by local jurisdictions and often leave inadequate room for bicyclists to safely share the road. When the Bay Bridge opened, the standard traffic lane was under 10-foot wide. To limit liability claims many communities have adopted Caltrans’ design guidelines, yet Caltrans’ designs were intended for freeways, not local streets and roads! With **leadership** from the MTC and BCDC (on bridges), we can provide regional roadway design guidelines that encourage narrower lane widths to safely **accommodate bicyclists** on the remainder of the road, while also promoting traffic calming and pedestrian safety.

2) **Free curbside parking** usurps much of the roadway, reducing the available space available for bicycle travel. According to the courts, the primary purpose of roadways is for travel, hence local jurisdictions are empowered to regulate parking with fees. Yet by giving away valuable space for vehicle storage, ownership of multiple automobiles is encouraged while compromising the access and safety for bicyclists. With **leadership** from the MTC, ABAG and BAAQMD, local jurisdictions can be encouraged to **remove free parking where it acts as a barrier to bikeway continuity**, and at the same time fund a greater share of road maintenance costs through **parking fees that reflect real land values** where demand warrants.

3) **Level of Service (LOS)** criteria are currently employed by traffic engineers to justify expanded capacity for carbon emitting vehicles while ignoring the safety and access needs of bicyclists, pedestrians, disabled persons and transit users. With **leadership** from the MTC and BAAQMD, local jurisdictions and CMAs need to adopt a **Multimodal Level of Service** that would become the inclusive standard for assessing how the Bay Area spends transportation funds.

Finally, the EBBC encourages **PRICING** to both discourage unnecessary automobile trips and help fund improvements for non-motorists. Included in our short list of suggestions are 1) **fuel fees**; 2) **parking fees** that reflect the real cost of land given to vehicular storage; and 3) **bridge tolls** that exceed transit costs.

Our grassroots leadership is essential to demonstrate to the rest of the world that the Bay Area takes the threats of global warming seriously and is willing to take immediate action to reduce carbon emissions.

Sincerely,



Robert Raburn, Ph.D.

Executive Director

(510) 530-3444; robertraburn@ebbc.org

TO PROMOTE BICYCLING AS AN EVERYDAY MEANS OF TRANSPORTATION AND RECREATION

From: "J. David Erickson" <jdaviderrickson@comcast.net>
To: <climate@abag.ca.gov>
Date: Fri, Feb 16, 2007 9:33 AM
Subject: question

From Dave Erickson, Climate Protection Campaign:

Full implementation of the current MTC Plan 2030 will increase greenhouse gas emissions by 22% over current levels. Proposition 1B monies are being used to implement this plan, specifically in the road widening projects. How can the effects of the 1B road widening projects be reconciled with the GHG reduction target, and what can be done to reverse the GHG effects of the proposed projects slated to be funded by 1B?

Thank you.

Powered by CardScan <<http://www.cardscan.com>>

From: "J. David Erickson" <jdaviderrickson@comcast.net>
To: <climate@abag.ca.gov>
Date: Fri, Feb 16, 2007 9:47 AM
Subject: Answers to questions

1. Partnerships: Support from MTC to educate the public on latent and induced demand effects of road widening. Need to let the public know that there is no long term benefit to road widening, and that this is a misallocation of funds.

Powered by CardScan <<http://www.cardscan.com>>

From: "J. David Erickson" <jdaviderickson@comcast.net>
To: <climate@abag.ca.gov>
Date: Fri, Feb 16, 2007 9:51 AM
Subject: partnerships

1. Cooperation in expansion of local public transportation, including rural areas.

Powered by CardScan <<http://www.cardscan.com>>

From: <michael.wara@hklaw.com>
To: <climate@abag.ca.gov>
Date: Fri, Feb 16, 2007 9:53 AM
Subject: Response to question 4

Comment from Michael Wara, climate scientist and land use attorney at holland and knight llp.

Adaptation is far more important than reduction strategies at the regional level.

We need to look to state and federal government to price carbon at the state, federal, and international level.

At the local level, adaptation is key because it will not disadvantage the regional economy but will help us prepare for the inevitable. In addition, many of the obvious adaptation strategies are things we should be doing anyway.

Sent from my BlackBerry Wireless Handheld

From: "J. David Erickson" <jdaviderrickson@comcast.net>
To: <climate@abag.ca.gov>
Date: Fri, Feb 16, 2007 9:59 AM
Subject: question 2

2. Provide real support for local communities to accelerate their renewable electricity portfolios to include local power generation resources and improvement of energy efficiency, including development of Community Choice Aggregation.

Powered by CardScan <<http://www.cardscan.com>>

CC: "Ann Hancock " <ahancock@pair.com>, <alden@climateprotectioncampaign.org>

From: "J. David Erickson" <jdaviderickson@comcast.net>
To: <climate@abag.ca.gov>
Date: Fri, Feb 16, 2007 10:04 AM
Subject: leadership

Establishment of regional facilities for natural gas replacement, including biogas, district heating and waste-to-energy.

Powered by CardScan <<http://www.cardscan.com>>

From: <michael.wara@hklaw.com>
To: <climate@abag.ca.gov>
Date: Fri, Feb 16, 2007 10:05 AM
Subject: Response to question 5

Comment from Michael Wara, climate scientist and land use attorney at Holland and Knight LLP.

Things that local governments could do now:

Communicate to public regarding their emissions.

Incorporate climate change into all CEQA planning documents for which local agencies are the lead agency.

Lobby CALTRANS to dramatically raise bridge tolls in order to encourage use of mass transit. Use increased revenue exclusively for mass transit investments in the bay area.

Build high density close to work.

Sent from my BlackBerry Wireless Handheld

From: "J. David Erickson" <jdaviderickson@comcast.net>
To: <climate@abag.ca.gov>
Date: Fri, Feb 16, 2007 10:06 AM
Subject: transportation and land use

David Erickson, Climate Protection Campaign

Aggressively educate the public on the inadvisability of embarking on large scale road-widening projects, and the benefits of moving those planned investments to investments in public mass transportation and other private automobile replacements.

Powered by CardScan <<http://www.cardscan.com>>

CC: "Ann Hancock " <ahancock@pair.com>, <alden@climateprotectioncampaign.org>

From: "Margaret Bruce" <mbruce@svlg.net>
To: <climate@abag.ca.gov>
Date: Fri, Feb 16, 2007 10:24 AM
Subject: (definitely spam: 21.6600) Using CEQA???

1) How might it be helpful (or not) to use CEQA by including an evaluation of the Carbon Footprint of applicable projects?

2) There are many things that can be done, but few organizations (public or private) have a clear sense of priorities, opportunities or what is most effective. If the agencies (or a collection of public and private entities) could collect and provide information about 'most emissions reductions for the least cost' in each emissions source category, this would be very helpful for regional prioritization of projects and policy efforts.

3) Many projects and programs that have climate benefits also have 'co-benefits' in air quality, water quality, ground water recharge, habitat improvement, etc. etc. As we look to 'greening' our built environment, how can we quantify the additional benefits that will help us decide the best choices overall?

Margaret Bruce

Director, Environmental Programs

Silicon Valley Leadership Group

From: <michael.wara@hklaw.com>
To: <climate@abag.ca.gov>
Date: Fri, Feb 16, 2007 10:33 AM
Subject: Question 4

Consider that emissions reductions strategies are best implemented by financial incentives (carbon tax, cap and trade, offsets), which are best done at a higher level than the ABAG.

Adaptation is cheap and something we should be doing anyway. I encourage you to read the feb 8 2007 issue of Nature.

Sent from my BlackBerry Wireless Handheld

From: "J. David Erickson" <jdaviderickson@comcast.net>
To: <climate@abag.ca.gov>
Date: Fri, Feb 16, 2007 10:36 AM
Subject: Immediate action

Stop spending 1B funds on road widening.

Powered by CardScan <<http://www.cardscan.com>>

CC: "Ann Hancock " <ahancock@pair.com>, <alden@climateprotectioncampaign.org>

From: "Margaret Bruce" <mbruce@svlg.net>
To: <climate@abag.ca.gov>
Date: Fri, Feb 16, 2007 10:37 AM
Subject: (possibly spam: 10.0276) What we can do NOW

Check out the Silicon Valley Leadership Group's "Clean Green Energy Action Plan" - many things we can do to raise awareness, build capacity, challenge cities and other organizations to adopt better commute alternative programs, encourage energy and fuel economy, implement new technologies!

Go see www.svlg.net <<http://www.svlg.net/>> .

Margaret Bruce

From: Barbara Pierce <barbara@barbarapierce.org>
To: <climate@abag.ca.gov>
Date: Fri, Feb 16, 2007 11:03 AM
Subject: (possibly spam: 9.8268) input on climate workshop 2-16

Hi - thanks for the opportunity to give input and listen to the climate change webcast. I look forward to attending the next workshop and working with you on this urgent issue.

Things that could be done right now -

1. share the slides and talking points from the start of the meeting with some best practices for reduction of greenhouse gases activities with all the local jurisdictions and ask them to join a "regional climate protection effort" by April 1st. (This gives information to bring people along, makes it so big it doesn't get derailed locally, and makes a big splash so community members hear it and get involved as well.
2. Follow this effort up with an education campaign for community and policy makers about the big picture changes that need to happen - ie land use planning and transportation access. Our land use decisions and reliance upon cars is a major part of the problem. Give people alternatives that work.

I loved the free transit idea - but be ready to provide more capacity and extend access to those who can't do an easy door to door trip.

Leadership- 1. get information out with buyin from the media 2. link \$ to transportation and land use decisions, 3. get some really smart people who know successful transit to look at our region and prioritize how to create a system that works. THis will incentivize development on this spine. Look at Curachiva Brazil, Bogota Columbia, sydney, Strassburg. Then lets hook gas tax, bridge tolls, etc to make this happen.

As an elected official I need to help my community and other electeds to see housing as a solution to climate change not the destruction of their community's character.

THanks. Barbara Pierce, Mayor Redwood City

Barbara Pierce
barbara@barbarapierce.org
650-368-6246 hm
650-208-9828 cell

From: "Steve Kaplan" <skaplan@AccessFlow.com>
To: <climate@abag.ca.gov>
Date: Sat, Feb 17, 2007 5:21 PM
Subject: Climate Action Workshop

Hello.

I accidentally deleted an email which showed the charter members including AccessFlow, Swinerton, Cliffs Bars, etc? Do you have a copy of that email or other document that lists out the members? (I'm not even sure what the group is called).

Also, please check out my article on using virtualization to reduce global warming
http://searchservvirtualization.techtarget.com/originalContent/0,289142,sid94_gci1211870,00.html

as well as a comic book we wrote on the topic.
<http://www.accessflow.com/pdf/vmpowersdown.pdf>

Thanks,

Steve

Steve Kaplan, Microsoft MVP - Terminal Server
AccessFlow, Inc.
www.accessflow.com
1100 N. Market Blvd. Suite 204
Sacramento, CA 94804
707-315-9446 Cell
707-745-8585 Office
707-361-0808 Fax

=====
Co-Author of "Citrix Access Suite 4 for Windows
Server 2003: The Official Guide" Osborne/McGraw-Hill

CC: "Gary Lamb" <GLamb@AccessFlow.com>

From: "Steve Kaplan" <skaplan@AccessFlow.com>
To: "Steve Kaplan" <skaplan@AccessFlow.com>, <climate@abag.ca.gov>
Date: Sat, Feb 17, 2007 5:22 PM
Subject: p.s.

I think maybe the group is called, "Business Council on Climate Change"
?

Steve Kaplan, Microsoft MVP - Terminal Server
AccessFlow, Inc.
www.accessflow.com
1100 N. Market Blvd. Suite 204
Sacramento, CA 94804
707-315-9446 Cell
707-745-8585 Office
707-361-0808 Fax

=====
Co-Author of "Citrix Access Suite 4 for Windows
Server 2003: The Official Guide" Osborne/McGraw-Hill

From: Steve Kaplan
Sent: Saturday, February 17, 2007 5:21 PM
To: 'climate@abag.ca.gov'
Cc: Gary Lamb
Subject: Climate Action Workshop

Hello.

I accidentally deleted an email which showed the charter members including AccessFlow, Swinerton, Cliffs Bars, etc? Do you have a copy of that email or other document that lists out the members? (I'm not even sure what the group is called).

Also, please check out my article on using virtualization to reduce global warming
http://searchservirtualization.techtarget.com/originalContent/0,289142,sid94_gci1211870,00.html

as well as a comic book we wrote on the topic.
<http://www.accessflow.com/pdf/vmpowersdown.pdf>

Thanks,

Steve

Steve Kaplan, Microsoft MVP - Terminal Server
AccessFlow, Inc.
www.accessflow.com
1100 N. Market Blvd. Suite 204
Sacramento, CA 94804
707-315-9446 Cell
707-745-8585 Office
707-361-0808 Fax
=====

Co-Author of "Citrix Access Suite 4 for Windows
Server 2003: The Official Guide" Osborne/McGraw-Hill

CC: "Gary Lamb" <GLamb@AccessFlow.com>

From: "Lynda Deschambault" <ldeschambault@moraga.ca.us>
To: <climate@abag.ca.gov>
Date: Tue, Feb 20, 2007 9:22 PM
Subject: Comments

I enjoyed the meeting the other day and had some additional comments regarding positions the agencies could take

- 1) Funding. There is an old 80's term called "management by objectives" that is you set a measurable goal in order to achieve success. Our cities need to all do their GHG baseline emissions inventory. For the city operations and for residential. You need to know where you are, and where you are going---or you won't know if you got there.
- 2) Support some key cross city ordinances. Ban on styrofoam, green buildings, increase recycling rates to 65%, Green venues etc.
- 3) Leverage what already exists. Help with cross communications, provide a monthly newsletter, let us know about money opportunities. As an elected official I just found out about 511.org and the ABAG energy audits. These sell. Let's do more! No one knows about these programs.
- 4) Require transportation element in any project
- 5) Show case good projects. Give awards, prestige and press and grants for good work!
- 6) Lobby for 55 mph again!
- 7) Stay away from adaption. Leave that to the emergency planners. We need to be proactive. Not reactive to solve this problem.
- 8) please include the water board as part of this multiple agency effort
- 9) Consider supporting a Bay Area wide gas tax
- 10) Consider supporting a separate addition on the bridge tolls. (Working England has a "toll" if you plan to drive thru the city, or you drive around!)
- 11) Support legislation that requires that all new development be at least 50% off the grid
- 12) Support legislation requiring that CEQA and EIRs include an item for climate and mitigation
- 13) Subsidize public transit
- 14) Do a hard core media blitz. Something bold and dramatic and get the attention of the public. Like the cigarette campaigns, like the obesity and city wellness campaigns. A War against complacency
- 15) Educate and outreach. Make it simple. Do comparisons. Changing a light

bulb is equal to xx cars off the road.

16) Educate about Biodiesel. It is here, it is now. It can be delivered to your house. A diesel vehicle can fill up TODAY and make a difference today. There is not mechanical changes required. Just do it.

17) Support legislation or policies that require that transit resource funds ONLY got to projects that reduce VMT

18) Support with seed money a cities inventory. When a city coes an inventory it can see where it need to cut and it knows how to do it. The agencies should support citieis with seed \$\$ to become a member of ICLEI, to get the CACP software, to hire an inventory to do their inventories.

19) I like the ABAG audit team idea. These agencies can team together to create a multi-agency audit team. Look at waste and water as well. Get all the cities inventoried, and post the results. Public databases work. No one wants to be left out.

Lynda

Lynda Deschambault

Vice Mayor, Morags, CA

NOTE: these are my personal opinions and not the opinions of my town or my fellow elected officials.

From: "Ferguson, Lola" <Lola.Ferguson@ssa.gov>
To: <climate@abag.ca.gov>
Date: Wed, Feb 21, 2007 6:54 AM
Subject: CLIMATE CHANGE SUGGESTIONS

I have two comments.

* Telecommuting. I work for the Social Security Administration. A large percentage of employees in my building have jobs that are suitable for telecommuting. For years, we have been asking about it. If not telecommuting, then small sub stations in suburban areas. All government agencies should be mandated to give telecommuting serious thought.

* FasTrak Lanes. I use the Carquinez Bridge. It is apparent that they are trying to force feed FasTrak. As three FasTrak lanes sit empty with few cars passing thru them, the stalled cars in the remaining lanes back up to the bridge. The message is WAIT IN LINE or FasTrak. Instead of reducing the FasTrak lanes to accommodate the FasTrak traffic, the lanes seem to be increasing. Shouldn't we try to eliminate stalls where we can? I have been a carpool/vanpool commuter for almost 32 years. My van has to sit dangerously at the toll booth waiting for the carpool lane to open at 3:00 p.m. Why does the carpool lane have limited hours. Carpools/vans should have free passes to use the FasTrak lane. Close the carpool lane and open it to pay traffic. As more home buyers pour into the North Bay and Sacramento suburbs, the toll lanes need tighter control. The more lanes that are closed for pay, the more cars that sit waiting spewing carbon and wasting gas.

Lola Ferguson
Operations Analyst
WNPSC-OAS
510-970-4567
510-970-2612 fax

From: <dding@cd.cccounty.us>
To: <climate@abag.ca.gov>
Date: Thu, Feb 22, 2007 2:37 PM
Subject: Green Comment Sheet from 2/16 Climate Workshop

I attended the Climate Change Workshop last Friday, 2/16; however I wasn't able to finish completing my Green Comment Sheet before the end. I've scanned my completed Comment Sheet and it is attached. Please let me know if you have any problems opening/reading the attachment. Thank you.

(See attached file: JPC-GreenCommentSheet.pdf)

~~~~~  
Sincerely,  
Deidra Dingman - Solid Waste Program Manager

Contra Costa County Community Development Department  
651 Pine Street, 4th Floor - North Wing  
Martinez, CA 94553  
(925) 335-1224 (Phone)  
(925) 335-1299 (Fax)

Website: <http://www.cccrecycle.org>  
E-Mail: [dding@cd.cccounty.us](mailto:dding@cd.cccounty.us)

Joint Policy Committee  
Regional Climate Action Workshop  
Comment Sheet  
February 16, 2007

**Question 1:**

Many of you are already taking action on climate protection. There are some excellent projects and programs being implemented by government agencies, businesses, schools, community groups, etc.

*How can these four regional agencies specifically help your city or business or community group to move forward with climate protection? What do you need to succeed? What can't you do on your own? What partnerships can we form to combine forces and work together?*

Create team of experts that would be made available to cities/counties who would examine jurisdiction specific municipal operations/ordinances/policies/GHG emission sources and provide customized menu of measures/activities that municipality should consider implementing based on relative potential of GHG emission reductions so that limited funding & resources at local level are directed at implementing strategies that reduce the most emissions.

**Question 2:**

"Regional leadership" can mean many things.

*What is the most important kind of regional leadership that we need from the four regional agencies?*

- Visionary leadership? (e.g., create a long-term vision for where we are going)
- A • Strategy implementation? (e.g., major public involvement/education campaign)
- B • Provider of resources? (e.g., provide funding for local climate protection efforts)
- Convener? (e.g., facilitate partnerships)
- Other?

- A) Identify strategies/actions that can be done at regional level that reduce most GHG emissions to expedite change at larger scale more cost efficiently, so cities/counties focus on actions that can't be accomplished at regional level.
- B) Establish revolving loan fund that local govt can use to pay upfront costs to implement GHG reduction measures that would be repaid from resulting cost savings or revenue



Association  
of Bay Area  
Governments



BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT



Bay Conservation  
and Development  
Commission



METROPOLITAN  
TRANSPORTATION  
COMMISSION

(e.g. loan for green building/LEED/energy efficient public buildings, including recommissioning, that would be paid back overtime from energy cost savings)

and establish grant fund for other local actions where implementation not expected to provide cost savings / revenue to offset up front costs.



**Question 3:**

Land use is one of the keys to reducing emissions from transportation. There are a number of agencies that make transportation decisions (e.g., MTC, county congestion management agencies, transit agencies). At the same time, local governments (101 cities and 9 counties) generally control land use in the region.

*Given this dynamic, what role should the four regional agencies play to develop more climate-friendly communities? How can these agencies best work with local governments to advance these issues?*

Review city/county General Plans and related ordinances (e.g. zoning) and provide each municipality with suggested changes (e.g. min/max densities, parking/transit requirements, landscape/roadway standards, etc.) that would result in more climate-friendly communities.

**Question 4:**

There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

*What is the proper balance of regional resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?*

Emphasis of resources at regional level should be dedicated to reducing GHG emissions. However, where agencies choose to dedicate resources on adaptation it should be limited to measures that also reduce GHG emissions (e.g. water conservation, stormwater runoff/impermeable surfaces and building energy efficiency).

**Question 5:**

Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

*What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?*

- ① Public education & outreach campaign that both informs residents/business what they can do and raises awareness about the real magnitude & impact of climate crisis so that there is a more broad-based support for new fees/legislation/requirements and use of public funds to address GHG emissions.
- ② Technical assistance and funding to local governments for climate actions.

Other Comments:

- ▶ Identify community specific VMT with breakdown of proportional GHG emissions by vehicle type and sectors/sources because trucks & certain vehicles (e.g. SUV) generate more GHG than other vehicles. Also knowing ~~the~~ which sectors responsible for most VMTs allow focus on most significant opportunities (e.g. schools, businesses, industry, etc.).
- ▶ Identify which communities/populations use most and least transit and why (aside from availability alone), because some transit ridership very low compared to others.

Thank you!



**From:** "Peter Lydon" <ptrlydon@sbcglobal.net>  
**To:** <climate@abag.ca.gov>  
**Date:** Thu, Feb 22, 2007 10:27 PM  
**Subject:** Climate Change in the JPC

Suggestions for the JPC and Regional Agencies on Climate Change

Peter Lydon, 1584 LeRoy Avenue, Berkeley, CA 94708

510-644-8064, ptrlydon@sbcglobal.net

A. Global warming is a very important subject. The JPC, and the agencies it links together, deserve serious praise for taking it up. Probably, after the dust has cleared, we will see that climate protection is the great historic issue of our time -- and the consequences of whether we handle it well or badly will be immense. "We" means all of society-the private economy, national government, cultural institutions. Like all elements, regional and local government should contribute to the effort. "Well done!" to the JPC for getting engaged.

B. A remarkable juicy pear, a rich low hanging fruit, is now coming into focus in front of our eyes. It offers an immediate field for rapid, but scalable and durably effective regional policy action against carbon, and also against imported oil:

MTC should work with PG&E to systematically favor plug-in hybrid electric vehicles (PHEVs) and to support building the electrical infrastructure they need throughout the region.

--- The regional transportation commission, perhaps through ABAG, should encourage the region's cities and counties, each with its fleet of cars, vans and trucks, to more rapidly move to PHEVs, to be recharged in corporation yards.

--- It should similarly also encourage other institutions such as the Federal and State governments, and the Post Office, as they operate within the region, to do the same, as well as firms like UPS and Fedex.

--- MTC could seek to generate a subsidy for PHEVs, and could encourage, with subsidies if necessary, the provision of public electric re-charging points in new buildings and parking facilities, as well as in residential garages.

--- Again working with PG&E, which has already in conjunction with BAAQMD made a good start on advocating PHEVs, MTC and ABAG should actively support creating a state of the art "smart" electric transmission and distribution grid in the region.

C. Longer term policies, for long-term payoffs

1. Press forward with renewed conviction on the Smart Growth and Transit Oriented Development agenda. In general, advance to the goal of "first class walking TOD," which means settling about 10,000 people and a matching number of jobsites within walking distance around a high-frequency rail transit stop. Follow John Landis on the need for more housing, and Robert Cervero on how it should be sited. Particularly consider offering substantial aid and subsidy to one or two such walkable TOD developments on a test-of-concept, or pump-priming rationale, to illustrate to the market how valuable they can be as places to live, in addition to the gains they give on carbon and VMT..
2. Encourage Tom Matoff's Regional Rail Plan to conceive long-term rail for a modernized, "smart" Bay Area, not for a Bay Area only slightly evolved from its present 90+% car and truck reliance.
3. Help Caltrain electrify, and help Caltrain lobby the FRA for the lighter rolling stock and the modern safety controls which are highly developed in Europe. Support the development of BRT, and help the region's bus operators to move toward non-fossil power trains, including battery and hybrid systems.
4. Review the BART to San Jose project for an electric standard gauge solution, which could well include underground tracking in downtown San Jose on the model of the RER in Paris. (This is also an appropriate penance for the MTC for sending BART to SFO, when it should have served SFO by a modernized Caltrain from the Transbay.)
5. Support the Transbay Terminal project and the bringing of Caltrain downtown. This is a project of major regional interest, not just local San Francisco concern.

## Climate - - Fwd: FW: Comment & Question on MTC/ABAG Workshop M. Sarabia 925.709-0751 (no attach)

---

**From:** Ted Droettboom  
**To:** Climate -  
**Date:** 2/26/2007 3:35 PM  
**Subject:** Fwd: FW: Comment & Question on MTC/ABAG Workshop M. Sarabia 925.709-0751 (no attach)

---



---

**From:** MchlSrrb [mailto:mchlsrrb@aol.com]  
**Sent:** Saturday, February 24, 2007 3:10 PM  
**To:** Jean Roggenkamp  
**Subject:** Comment & Question on MTC/ABAG Workshop M. Sarabia 925.709-0751 (no attach)

I am writing this on Saturday but I thought it best because at my age, memory is not what it used to be. We met at the ABAG/MTC Climate Workshop and what a wonderful event that was! The audience was great, they contributed so much one could have thought they were doing it for some ulterior reason. With only one, negligible, exception, they were selflessly involved, I thought.

Now, about my question:

> First, we know the national Clean Air Agency issued some dire finding about the state failure to meet standards and threaten actions.

>Second: The port of Los Angeles/Long Beach was found guilty of polluting the air with cancer-producing sulfur from the diesel oil used by trucks and ships. They were required, within some period, to switch to non sulfur diesel oil and the ships were given a deadline by which they must be able to use port electricity and stop running their engines.[This information came from the PBS TV program California Connected.]

Their rationale ought to apply to Port Oakland and Port Pittsburg, and they must notify their shippers to make the change or stop shipping and Port Pittsburg must not only build docks with power supplies but plan on running non-polluting engines to move containers in their yard and sulfur-free diesel engines to pull up to 200 containers in one train. Electrification is impractical and cost-prohibitive [here, not in Europe].

>I'll omit mention of eBART since today's paper quoted additional increase in cost from 377 Million, long ago to 1.6 Billion and completion date far into a distant and questionable future. It is hard to understand how CalTrain electrified and speeded up the Peninsula Commuter train but eBART is a rather inefficient version of a diesel train; it is heavier because it makes the electricity it uses (carries generators and motors) in an application with frequent stop and starts; the system costs over \$110 Million a mile (I have never seen estimates on fuel efficiency). Hydrogen busses could run from Byron to Bay Point every 15 minutes much cheaper and no pollution for a faster commute. But, HOV lanes must be included in the Highway 4 Extension from Antioch to Byron, about a dozen miles.

>Trucks could use sulfur-free diesel or another green fuel (forget its name). In the future, by 2010?, they ought to keep their CO2 Emissions to a fraction of current emissions. They are the largest contributors to air pollution, particularly sulfur. No doubt, your people will have a better suggestion on how to better meet this goal. [I think women are more susceptible to a kind of sulfur-induced cancer- may be wrong on this.]

>Trucks have the space to carry hydrogen-powered energy cells like the AC Transit Hydrogen Bus that was brought for us to see. Perhaps, **a new gasoline tax could be used to subsidize truck-use of Hydrogen fuel.** After all trucks convert their engines, the tax collected could subsidize solar cells to run the home and recharge the battery-driven car.

>When this is done, the funds could be used to pay for electrolysis cells in gasoline stations to make and sell hydrogen using off-peak electric power. PG&E may want to give them



special power rates to promote their use which will even out their power production. Power plants are most efficient when run near their design optimum power production rate - somewhat less than their peak production.

I think, as new gasoline taxes increase and/or the oil supply begins to drop, only the electric power plants ought to use oil since they are able to burn it most cleanly and most efficiently. High fuel prices will drive people to increased use of mass transit, hopefully in Hydrogen Busses.

**Good luck in your work and remember the health of all of us depends on your efforts. We all want to survive long enough to experience Global Warming -and learn if it is true we will grow coffee, pineapples and bananas in California.** [I read some places nearby are too hot to grow tomatoes!]

[I became familiar with the State Air Pollution Agency under Pres. Reagan when I was doing some graduate work at USC. They published a report that predicted continuous decline in Air Pollution because of new emission limit standards. I guess we all live and learn.]

If I can ever be of service, please let me know. I like to write and have access to the Internet and 3 Engineering degrees.

Michael F. Sarabia  
P. O. Box 5156  
Bay Point, CA 94565  
Ph 925.709-0751  
You may forward this email.

**From:** Mike Vandeman <mjv@pacbell.net>  
**To:** <ebbc-talk@lists.ebbc.org>, <info@mtc.ca.gov>, <climate@abag.ca.gov>  
**Date:** Wed, Feb 14, 2007 7:07 AM  
**Subject:** (definitely spam: 33.7842) MTC Climate Change Workshop This Friday, 2/16, 9am-Noon @ MTC Metro Center, Oakland

Have you ever seen an ambulance stuck in traffic? How would you like to be in such an ambulance? The parking lane should be reserved for the use of emergency vehicles and bicycles, at least on all arterials. In Japan, you can't even BUY a car, unless you can prove that you have an off-street parking place for it.

No transportation or development measure should be undertaken unless it will REDUCE motor vehicle use. For example, road widening and conversion of HOV lanes to general use should be verboten.

Mike Vandeman

From: Jon Spangler <hudsonspangler@earthlink.net>  
Date: Tue, 13 Feb 2007 19:39:11 -0800  
To: ACP LIST <Alamedansforclimateprotection@yahoogroups.com>, BikeAlameda List <discuss@bikealameda.org>, ATA STEER <alamedatransit@yahoogroups.com>, EBBC DISCUSSION LIST <ebbc-talk@lists.ebbc.org>  
Cc: ALAMEDA SUN <editor@alamedasun.com>, Eric Kos SUN <ekos@alamedasun.com>, Don Roberts <donroberts880@earthlink.net>, East Bay Fellowship <sgneastbay@yahoogroups.com>, Louie Pellegrini <LPELLEGRINI@alamedacountyindustries.com>, Lauren Do <Lauren@LaurenDo.com>, Jeff Mitchell AJ <jmitchell@cctimes.com>, Alan Lopez AJ <alopez1@cctimes.com>, Alice Lai-Bitker <BOSdist3@co.alameda.ca.us>  
Subject: [ebbc-talk] MTC Climate Change Workshop This Friday, 2/16, 9am-Noon @ MTC Metro Center, Oakland  
List-Subscribe: <<http://lists.ebbc.org/listinfo.cgi/ebbc-talk-ebbc.org>>, <<mailto:ebbc-talk-request@lists.ebbc.org?subject=subscribe>>

Dear Friends,

It is important that we all continue to respond creatively to the problems of global warming. But have you shared your suggestions lately?

The Metropolitan Transportation Commission (MTC) and other regional agencies are inviting all of us to offer our suggestions on reducing climate-changing CO2 emissions and the effects of global warming at a Regional Climate Action Workshop this Friday, February 16.

WHAT: Regional Climate Action Workshop  
WHEN: Friday, February 16, 9 am to Noon  
WHERE: MTC/ABAG headquarters (Joseph P. Bort Metrocenter), MTC Auditorium, 101-8th Street, Oakland -- across from the Lake Merritt BART station

MORE INFO: See the email below, or visit: [http://www.abag.ca.gov/jointpolicy/jpc\\_climate\\_change.htm](http://www.abag.ca.gov/jointpolicy/jpc_climate_change.htm)

IF YOU CANNOT GO: Email your suggestions and comments to  
climate@abag.ca.gov.

Bring your ideas and bring your friends.

Regards,

Jon

Jon Spangler  
Writer/Editor  
Linda Hudson Writing  
510-864-0370/FAX 864-2144  
hudsonspangler@earthlink.net

-----Original Message-----

From: MTC info [mailto:info@mtc.ca.gov]  
Sent: Friday, January 26, 2007 1:34 PM  
To: MTC info  
Subject: Joint Policy Committee's Upcoming Climate Change Workshop

Dear Bay Area resident:

A coalition of Bay Area regional agencies wants your input on the best regional strategies to protect our climate and help reduce global warming. The Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (Air District), the Bay Conservation and Development Commission (BCDC), and the Metropolitan Transportation Commission (MTC) - working together as the Joint Policy Committee (JPC) - are developing a set of initiatives that the Bay Area, acting collectively as a region, can undertake to protect our environment.

Two ways to get involved:

1. Participate in a Regional Climate Action Workshop on Friday, February 16, 9 am to Noon in Oakland at the MTC/ABAG headquarters (Joseph P. Bort Metrocenter, MTC Auditorium, 101 8th Street across from the Lake Merritt BART station). We want to hear your ideas and get your reaction to a set of strategies that are being explored.

2. Share your input with us via email (climate@abag.ca.gov).

We are interested in your thoughts on the following:

1. What kind of leadership does the Bay Area need from the four regional agencies (ABAG, Air District, BCDC and MTC) on climate issues?
2. What are the most important climate protection actions these regional agencies should take?

Below are examples of some of the options being considered. For a longer list based on the Air District's 2006 Regional Climate Summit,

go to: <http://www.baaqmd.gov/pln/climatechange.htm#whatiscc>.

Implementing a public education and involvement campaign, such as "Spare the Air" or "Flex Your Power" . Conducting research on climate impacts on the Bay Area . Making climate protection an integral part of the Regional Transportation Plan (the Bay Area's long-range transportation plan) . Accelerating "Smart Growth" development policies that will strongly link transportation and land use planning . Providing support and assistance to climate programs operated by local governments, businesses and community organizations. . Creating a regional information clearinghouse on climate protection "best practices" for businesses, local governments and others

We want your feedback on these options and your suggestions for other strategies by the four regional agencies that will improve the Bay Area's response to global warming.

Please email your ideas to [climate@abag.ca.gov](mailto:climate@abag.ca.gov) and/or attend the workshop on February 16. For more information on the event, go to: [http://www.abag.ca.gov/jointpolicy/jpc\\_climate\\_change.htm](http://www.abag.ca.gov/jointpolicy/jpc_climate_change.htm).

For information on the four regional agencies:

ABAG: [www.abag.org](http://www.abag.org)

Air District: [www.baaqmd.gov](http://www.baaqmd.gov)

BCDC: [www.bcdc.ca.gov](http://www.bcdc.ca.gov)

MTC: [www.mtc.ca.gov](http://www.mtc.ca.gov)

For directions to the workshop at the MetroCenter, go to: [http://www.mtc.ca.gov/about\\_mtc/directions.htm](http://www.mtc.ca.gov/about_mtc/directions.htm).

Thank you in advance for your feedback. We look forward to hearing from you.

===

I am working on creating wildlife habitat that is off-limits to humans ("pure habitat"). Want to help? (I spent the previous 8 years fighting auto dependence and road construction.)

Please don't put a cell phone next to any part of your body that you are fond of!

<http://home.pacbell.net/mjvande>

**CC:** ALAMEDA SUN <[editor@alamedasun.com](mailto:editor@alamedasun.com)>, Eric Kos SUN <[ekos@alamedasun.com](mailto:ekos@alamedasun.com)>, Don Roberts <[donroberts880@earthlink.net](mailto:donroberts880@earthlink.net)>, East Bay Fellowship <[sgneastbay@yahoo.com](mailto:sgneastbay@yahoo.com)>, Louie Pellegrini <[LPELLEGRINI@alamedacountyindustries.com](mailto:LPELLEGRINI@alamedacountyindustries.com)>, Lauren Do <[Lauren@LaurenDo.com](mailto:Lauren@LaurenDo.com)>, Jeff Mitchell AJ <[jmitchell@cctimes.com](mailto:jmitchell@cctimes.com)>, Alan Lopez AJ <[alopez1@cctimes.com](mailto:alopez1@cctimes.com)>, Alice Lai-Bitker <[BOSdist3@co.alameda.ca.us](mailto:BOSdist3@co.alameda.ca.us)>

**From:** "A. P. Godshall" <apgodshall@of.net>  
**To:** <climate@abag.ca.gov>  
**Date:** Wed, Feb 14, 2007 11:47 AM  
**Subject:** (definitely spam: 34.6288) Re: Joint Policy Committee's Upcoming Climate Change Workshop

Hello.

I am unable to attend the meeting, since I work in San Jose that day, but here are my comments.

To reduce CO2 and other pollutants we must reduce the amount of fossil-fuel driving we do.

This can be accomplished by promoting more bicycle use, more transit use, and by adjusting the amount of taxpayer subsidy of fossil-fuel automobiles.

To promote more bicycle use, better routes (to transit, to school, to work, to shopping) must be a priority, but also we need to promote the availability and affordability of cargo-bikes, work-bikes, cargo-trikes, etc. so that citizens and residents understand that they can go shopping without their fossil-fuel vehicle.

To promote more transit use, we need more express lines with fewer stops, and better timing in connections. For example, my commute from Alameda to San Jose is 45 min to 1 hr in a motor vehicle, but 2hr+ on transit. The Amtrak is very civilized and comfortable so it doesn't feel too bad, but the closest transit connection to my office leaves me 2mi away. The business park has been experimenting with a free shuttle to the LRT station, but the connections back are so bad that 30-45 min is wasted waiting (shuttle gets to LRT station just as trolley is leaving, bus gets to Diridon just as train is leaving, so in both cases one must take leave a full 1/2 hr earlier).

Adjustments to the taxpayer subsidy of fossil-fuel vehicles must also be made. Currently motorists see the freeways as "free" and thus transit suffers by comparison. Vehicle use costs are fairly constant, whether one drives a large fossil-fuel SUV every day or an low-pollution subcompact rarely.

Registration fees must be a lot higher for those who drive large vehicles for many miles and lower for people who drive rarely or drive small vehicles. It's only fair- those who put more wear on the roads and more pollution in the air should pay a greater share of the costs to maintain those roads.

Thank you for considering my input- please CC me on any correspondence or discussion of it. I would love to have some evidence that my input was heard.

Sincerely,

Anthony Godshall  
415-314-0913  
2154 Alameda Ave

Alameda CA 94501

- > Subject: Joint Policy Committee's Upcoming Climate Change Workshop
- >
- > Dear Bay Area resident:
- >
- > A coalition of Bay Area regional agencies wants your input on the
- > best regional strategies to protect our climate and help reduce
- > global warming. The Association of Bay Area Governments (ABAG), the
- > Bay Area Air Quality Management District (Air District), the Bay
- > Conservation and Development Commission (BCDC), and the Metropolitan
- > Transportation Commission (MTC) - working together as the Joint
- > Policy Committee (JPC) - are developing a set of initiatives that the
- > Bay Area, acting collectively as a region, can undertake to protect
- > our environment.
- >
- > Two ways to get involved:
- >
- > 1. Participate in a Regional Climate Action Workshop on Friday,
- > February 16, 9 am to Noon in Oakland at the MTC/ABAG headquarters
- > (Joseph P. Bort Metrocenter, MTC Auditorium, 101 8th Street across
- > from the Lake Merritt BART station). We want to hear your ideas and
- > get your reaction to a set of strategies that are being explored.
- >
- > 2. Share your input with us via email ([climate@abag.ca.gov](mailto:climate@abag.ca.gov)).
- >
- > We are interested in your thoughts on the following:
- >
- > 1. What kind of leadership does the Bay Area need from the four
- > regional agencies (ABAG, Air District, BCDC and MTC) on climate issues?
- >
- > 2. What are the most important climate protection actions these
- > regional agencies should take?
- >
- > Below are examples of the some of the options being considered. For a
- > longer list based on the Air District's 2006 Regional Climate Summit,
- > go to: <http://www.baaqmd.gov/pln/climatechange.htm#whatiscc>.
- >
- > . Implementing a public education and involvement campaign, such as
- > "Spare the Air" or "Flex Your Power" . Conducting research on climate
- > impacts on the Bay Area . Making climate protection an integral part
- > of the Regional Transportation Plan (the Bay Area's long-range
- > transportation plan) . Accelerating "Smart Growth" development
- > policies that will strongly link transportation and land use
- > planning . Providing support and assistance to climate programs
- > operated by local governments, businesses and community
- > organizations. . Creating a regional information clearinghouse on
- > climate protection "best practices" for businesses, local governments
- > and others
- >
- > We want your feedback on these options and your suggestions for other
- > strategies by the four regional agencies that will improve the Bay
- > Area's response to global warming.
- >
- > Please email your ideas to [climate@abag.ca.gov](mailto:climate@abag.ca.gov) and/or attend the
- > workshop on February 16. For more information on the event, go to:

> [http://www.abag.ca.gov/jointpolicy/jpc\\_climate\\_change.htm](http://www.abag.ca.gov/jointpolicy/jpc_climate_change.htm).  
>  
> For information on the four regional agencies:  
> ABAG: [www.abag.org](http://www.abag.org)  
> Air District: [www.baaqmd.gov](http://www.baaqmd.gov)  
> BCD: [www.bcdc.ca.gov](http://www.bcdc.ca.gov)  
> MTC: [www.mtc.ca.gov](http://www.mtc.ca.gov)  
>  
> For directions to the workshop at the MetroCenter, go to: [http://www.mtc.ca.gov/about\\_mtc/directions.htm](http://www.mtc.ca.gov/about_mtc/directions.htm).  
>  
> Thank you in advance for your feedback. We look forward to hearing  
> from you.

**Climate - - (spam: 13.4503) IDEAS FOR REGIONAL CLIMATE ACTION MEETING 2/16/07**

---

**From:** John Clifton <cliftonjohn@sbcglobal.net>  
**To:** <climate@abag.ca.gov>  
**Date:** 2/14/2007 12:46 PM  
**Subject:** (spam: 13.4503) IDEAS FOR REGIONAL CLIMATE ACTION MEETING 2/16/07

---

1. From the files/ archives, review all studies relating to reduction in air pollution. Summarize those studies which have direct application to protecting the environment.
2. Summarize all potential funding from State and federal Government.
3. Explore the potential for public and private partnerships to maximize the available funding.
4. Expand all public transportation infrastructure and install alternate fuel systems in the propulsion vehicles. Case in point --the Napa Valley Wine Train.
5. Map out all areas that can use alternate energy production (wind machines and solar and wave motion) The GRID is in place! Use the Oil Companies and Public utilities for finance including their technical resources. BP and Mobil Exxon are already in the experimental stages.
6. The Universities are a large source of information on alternate energy and also have study capability.
7. Concentrate on Coordinating Disaster Preparedness "Forecasted Earthquake"(HOMELAND SECURITY) with Global Warming. Evacuation of the injured or displaced persons is woefully lacking. Triple the Size of the Ferry System on the current routes and use the extra ferries as backup. Train some crews for the standby use. Funds from HOMELAND SECURITY MAY BE AVAILABLE. Information for operation of an expanded ferry fleet is in the archives as prior to 1940 ferry transportation was prevalent on the bay.
8. Explorative studies should be conducted for potential expansion for more detail study (It is called preliminary design )
9. Exploring the use of elevated rail transportation along the freeways (in the same right-of ways should be initiated. I submitted an elevated high speed rail system that was studied at Northrop Corp.. in Hawthorne, CA

The Economic conditions in the USA will shape what can be done to meet the demands of the 21st Century. It is important to understand that there is not "ONE" breakthrough available to solve the environmental problems that have been created. It will be accomplished incrementally in an evolutionary process that is the history of development in the USA.

We should evaluate what we have and use it and continue to improve as both technical research and economic capability allow. Use what we have now and continue to work on improvements.

John Clifton  
 21 Lemon Court  
 Napa, Ca 94558  
 (707) 252-7069 e' [cliftonjohn@sbcglobal.net](mailto:cliftonjohn@sbcglobal.net)



**Climate - - Question/Comment from Telecommuting Advantage**

---

**From:** "rick@telecommutingadvantage.co" <ralbiero@yahoo.com>  
**To:** <climate@abag.ca.gov>  
**Date:** 2/15/2007 10:13 AM  
**Subject:** Question/Comment from Telecommuting Advantage

---

Hi,

My name is Rick Albiero and I'm the CEO of the Telecommuting Advantage Group, (TAG). In the questions you listed the last one talks about how many efforts around greenhouse gases take a while to implement and make an impact.

This isn't entirely true. TAG is working with the Metropolitan Washington of Governments, The Santa Barbara County Association of Government, the Denver Regional Country Association of Government, the City of Roseville and the Metropolitan Agency in King County, (Seattle), to implement regional programs to promote, educate and implement telework and flexwork programs in both public and private organizations. In 2003 after two years we added over 28,000 teleworkers to the Washington D.C. region and have had success in other regions as well.

These are incredibly inexpensive programs, with a very low cost per trip eliminated, directly take cars off the road and pollution out of the air, and we start to see results within months of starting the programs.

We have been trying to get interest in the Bay Area, (we're headquartered in San Francisco), through the MTC since 2002 with no success. We had preliminary talks in 2001 about tying telework to Spare the Air Days but couldn't even get the committment from MTC to pay for the printing of materials if we volunteered ALL of the consulting time.

My question is why aren't the Bay Area regional agencies willing to look at a type of program that has been used very successfully in other areas of the state and country that are MUCH less expensive? We could do a two-year pilot for the cost of one free BART day during a Spare the Air Day. The Bay Area is behind the times when it comes to telework. We have offices in SF, Seattle, Denver, D.C. and Atlanta and its almost emberrasing for me, the CEO, to travel to these cities and explain why NO Bay Area agency is on our client list or active with any other telework consultants.

Tomorrow's event is full but I or one of my business partners will be at the additional event that has been set up.

Best Regards,

Rick Albiero  
CEO: Telecommuting Advantage Group  
(415) 609-9857

**Rick Albiero**  
***The Telecommuting Advantage Group***  
**(415) 609-9857**

**From:** johnsen cyndy <cyndyjohnsen@yahoo.com>  
**To:** <climate@abag.ca.gov>  
**Date:** Thu, Feb 15, 2007 10:49 AM  
**Subject:** Regional Climate-Change Strategy Input

Encourage bicycling and public transportation. Make it easier for people to make better transportation choices. Raise auto tolls to make transit free. Improve bicycle infrastructure: \*always\* include (by legislation if need be) bike facilities when building or improving road infrastructure or developments; close intolerable gaps like those between Alameda's West End and Oakland; make bike racks on buses easier to use (i.e., lower/raise so users don't have to lift heavy bikes) and make them more common. To make alternatives like bikes and buses truly attractive, as they are in many European urban areas, they have to be given more attention.

Thanks,

Cyndy Johnsen

---

Finding fabulous fares is fun.

Let Yahoo! FareChase search your favorite travel sites to find flight and hotel bargains.

<http://farechase.yahoo.com/promo-generic-14795097>

**From:** Lansing Sloan <ljsloan@llnl.gov>  
**To:** <climate@abag.ca.gov>  
**Date:** Thu, Feb 15, 2007 4:49 PM  
**Subject:** (possibly spam: 8.7119) comments for climate change workshop

Hello,

I am responding to a pair of e-mail messages from MTC info, "Joint Policy Committee's Upcoming Climate Change Workshop" sent "Fri, 26 Jan 2007 13:33:30 -0800" and "RSVP to Climate Change Workshop" sent "Thu, 08 Feb 2007 12:58:13 -0800".

I comment as a private individual. My comments will probably emphasize transportation issues more than other issues.

(1) Do what you can to encourage more nuclear power generation. I know there are serious concerns with it, and agree some are valid. But most other new sources of power being hyped are not yet ready for prime time, sadly.

(2) Regarding question 3 in the document attached to the Feb 08 email, I don't know how best the four agencies can influence land use, but I concur it's a key issue.

(3) Regarding question 5 in the document attached to the Feb 08 email, I suggest the following as possible "top two near-term actions".

(3.1) Try to make rush-hour transit more effective, to reduce auto traffic (especially single-person auto traffic) during the periods of greatest congestion and in the areas of greatest congestion. That should reduce the amount of pollution and fuel use somewhat more effectively than an equal reduction of traffic at other times of the day. This probably means, among other things, finding where express routes would garner significant numbers of passengers and creating those routes. If there is a shortage of transit vehicles at these times, reduce frequencies of some non-express routes to make more vehicles available for express service. To offset costs somewhat, try to charge as much as reasonable for this express service. There are plenty of other things on which money can be spent. Transit vehicles that are nearly empty during peak congestion periods should be re-assigned; they are wasting fuel and creating pollution to not-good-enough purpose.

(3.1b) As another approach to the same goal, try promoting something like Vanpools more effectively.

(3.2) Where appropriate, use hybrid vehicles or all-electric vehicles for transit. Regarding hybrids, consider making it possible for them to recharge batteries while en route or while parked at some boarding locations, so that they can do a large part or all of their routes using electricity rather than on-board fuels. For vehicles that climb and descend hills frequently, try to regenerate electric power while they are descending hills, again to recharge batteries. San Francisco, of course, does fairly well at this, but I suspect the overhead wires are rather costly and unsightly, so vehicles with the ability to go a moderate distance solely on battery power and to recharge frequently and quickly ought to be a better deal.

(3.3) OK, a third idea: levy a fairly high tax on fuels for transportation. That should discourage some driving. I know it has the unfortunate effect of impacting poor people most, and some mitigation might be appropriate for them.

I have elected to provide no response to questions 1, 2, and 4 since I have no good answers for them.

Of the six examples (marked with bullets) in the Jan 26 email, I regard the last three as most effective if they can be done. (These are to accelerate (and implement) smart growth policies; to support and assistance to climate-relevant programs of local governments, businesses, and organizations; and to provide a clearinghouse.) I don't outright object to any of the first three (education/involvement, research, or making climate "integral" to long-range transportation; but I'm inclined to think that if we can tax (er, I mean "cap and trade") pollution enough, then people will have some incentives to do the right thing.

Regarding the link to additional information in the Jan 26 email, namely " <http://www.baaqmd.gov/pln/climatechange.htm#whatiscc> ", I thought that almost everything in the summary notes for the business section was good.

In the summary notes for the transportation session, I thought most ideas were OK. The legislation for a \$1 vehicle registration fee seems like a poor idea. Either get a bigger fee, so you get enough money to have some impact, or forget it. The feebate discussion seemed more sensible, and I'd urge that you try to get some net income from it rather than being revenue-neutral. Regarding the idea to capture methane from landfills, if that's a good idea then do it, but don't worry about whether that particular methane is used for transit. (If capturing methane is NOT a good idea, it doesn't become a good idea by saying it will be used for transit. There are many other uses for methane.) As for "Implement a regional moratorium on highway widening", I think it's too late; there's too big a rush to spend the bonds and show "progress".

I agree with those who think more rail transit is needed, especially in the long run.

For the policy-makers session, I thought the quality of ideas was much more mixed. For instance, I do not accept that "We need free shuttle service in downtown areas." Those downtown areas that disagree with me should fund their own free shuttle services, then I have no objection. But transportation and climate improvement are both expensive propositions, and giving away free services does not in general help.

(An aside: I think it is probably unwise to make transit free all day on "spare the air" days. The earlier scheme to make transit free in the morning rush periods made more sense (though I do see logistical problems in deciding who rides free around the time that free transit ends.)

Removing subsidies for parking seems wise in general. Providing

some subsidies for transit also seems wise. I agree with those ideas in the policy-makers session.

I hesitate to design a school curriculum, as proposed in the policy-makers session. This is a tricky issue, some students respond well when school covers "relevant" issues. But if it takes away from effective student learning of the basics, then don't do it; the basics are more important.

Covering all bay area windmills with chicken wire strikes me as a rather bad idea. I know there is a problem with bird kills, but I think there are better solutions. (And I don't support trying hard to prevent the last kill.)

Thanks for reading as far as you did.

-- Lansing Sloan

**From:** Dave Tschang <dtschang@ix.netcom.com>  
**To:** <climate@abag.ca.gov>, MTC info <info@mtc.ca.gov>, <edcarson@siliconvalleycf.org>, <patj@abag.ca.gov>, <minggu@stanford.edu>, "J.H. Chen" <jhwachen@yahoo.com>, Court Skinner <L.Skinner@ieee.org>, Minjun Li <minjunli@sbcglobal.net>, <ajohnson@oicw.org>, <tedt@smu.edu.sg>, <enishin@bart.gov>, pin tschang <pintschang@ieee.org>, Dave Tschang <dtschang@ix.netcom.com>  
**Date:** Mon, Feb 19, 2007 4:36 PM  
**Subject:** (definitely spam: 28.6615) MTCWorkShopFeedBackz9d

=====

Dear Bruce, Mark:

A). Please sent me information on the coming meeting at MTC; that we can reach other potential workshop participants.

B). May I have the list of Head Table Guests for last Work Shop (Mark, Steve, Will, Jean, Ted, .. etc) and what Agency they represent.

C). I am forwarding Ideas and serious Suggestions; What to do with the Jobless Issue in Incarcerated Cities like East Palo Alto, East Menlo Park..Job creation in Renewable Energy and renew able Working Space its time has come. Let us Get serious, joint force bottom up to do some Small Biz NOW. In general  
\*we need to built a Green community in Bay Area\* FAST. We as concern voters, appreciate your efforts for the directions you have so far taken.

D). Please interact and follow up with our Ideas, suggested Solutions etc our Bay Area have been facing serious problems; due to Technology, Automation, and the fast Eco Dev. Globally.

Please come to East Palo Alto, call me up, that we see, feel and understand these problems in details.

Special Interest Developers have taken \$ 225 Millions from our city these few years at the expense of "Have Nots" with 27% jobless rate , 70% high school drop out rate, 65% police budgets the heavy load and social burden will be TOO MUCH pain for our youths, retired citizens to bear.

=====

SERIOUS IDEAS AND SUGGESTIONS ON FUTURE LAND USES AND TRANSPORTATION ISSUES.

Question 1 ; Projects for East Palo Alto, and Bay Area:

Infrastructure for Youth Jobs issues:

a). Transportation: Redirect Automobile culture toward Electrical eBike for disadvantage Youth (164 are how back from prisons). Disadvantage youths can get job in Bay Area market. Agency can provide rebate \$300 per eBike on such low cost transport mode. China can do without gas burning cars so can EPA. \$ 50,000 can be deployed

for this SOS eBike (Save One Soul) project in EPA. ACepa (American

Chinese Environmental Protection Association) is now distributing ADDA eBike in Bay Area (average cost \$ 950 per eBike).

This can be administered by

of M&P Biz (Dave Tschang, (650)-325-8420,

dtschang@ix.netcom.com).

b). A 26 Acres Photo Voltaic Project (10 Meg watt)for EPA in the tune of \$ 50 millions will be our Utilities Power Plant for the coming 21 century (project as proposed, floated by Center Uhila). Electrical Energy generated and consumed locally.

(Senter Uhila, (650) 630—696, Senteru@camcast.net)

c). Multi-level underground car parks and above ground car park that affordable working space make available for our youth to show how to fish in Bay Area Market

Place in lieu of illegal business.

d). Growing Wind farm in EPA for renewable energy.

Question 2:

a). Visionary leadership:

Regional leadership: slow down Special Interest money making games of mass media;

Instead to indiscriminately promoting of “Money, Love and Power” games; the

Promoting of Humane life style within (Z8D + 1) Habitats is necessary (ref M&P Biz MCMC TV programs).

c). Provider of resources?

Gov Grant and or Renewable Energy Bonds, Rebate of PGE (tying to

Grid).

d). Covener? (e.g. facilitate partnerships):

Strategy implementation. Organized through “Show How to fish Process”:

Organizing via Start-Up, OICW, OneEPA, and 50 other non Profits plus 55 Churches to promote community economic development via M&P Biz process.

Enlist Stanford, and local community colleges involve in EPA Eco Dev of Working Spaces.

e). Others: Gets Gov workers to work with Market God through M&P Biz Process.

Question 3: Land use:

Slow down Bed-roomdization of EPA.

Parking space from multi-level car parking or Under ground car parks.

Rezone M&P asset for working space and create jobs owned by  
EPA's people.

]

Widen Bike / Scooter lanes between EPA and mass transits. Link bus route  
to Mass transits. Link EPA and PA with 4 bike tunnels for M&P food court  
Biz in EPA.

Define Bay Area land use ratio of working space vs. Bed Room space.

Optimize the land use ratio to cut down Car traffics to maximize density of  
works / Live ratio of local community.

Increase car taxes to finance e-Bike rebate.

Decrease Scooter license tax, zone Scooter / bike lane.

Question 4: Set limit on CO2 emission through law, while built levee  
just in case.

Fight emission terrorist to enhance flooding security via local law now.

Top two near-term actions:

A). Increase Bike use and Bike lane density while promote work where you  
you live life style of M&P Biz culture.

B). Double user for current Mass transit and make them accessible to  
EBike and Motor Bike users. Provide metered electrical charging receptacle  
Where eBike are parked.

C). Dig 4 Bikes tunnels below Route 101 to joint EPA to PA: that EPA  
community economic development (M&P Biz) is to be realized now. The  
Police budget can thus be reduced

We can save 50 % of now \$10 Millions EPA Policy budget as follows:--

Generating \$14 Millions of M&P Biz can be realized from our Bay Area  
Market. When every Non Profit and Churches in EPA "Show 3 How to Fish"  
M&P Biz ; community to own jobs and reduce crime is the most  
environmental friendly process there is.



We need to protect equally our Physical as well as Human Environments in EPA.

Its is far more cost effective in saving our Bay Area Physical Environments while making EPA the city a productive city.

Social bonding, Economic productivity and protection of physical environment must not be monopolized by Special Interests game of Money, Love and Power.

Special Interests (IS ie.) of Government, Incorporation, Church, Labor Union and University Entities need to leave room for M&P Biz to be organized and to grow.

Dave Tschang,

C copy right, David Tschang, 02-15-07.

(650) 325-8420. dtschang@ix.netcom.com

## Climate - - (definitely spam: 40.3024) Climate Change Workshop Suggestions, Feb 16, J.P. Bort Metrocenter; M. Sarabia 925.709-0751

---

**From:** MchlSrrb <mchlsrrb@aol.com>  
**To:** <climate@abag.ca.gov>  
**Date:** 2/16/2007 5:31 PM  
**Subject:** (definitely spam: 40.3024) Climate Change Workshop Suggestions, Feb 16, J.P. Bort Metrocenter; M. Sarabia 925.709-0751  
**CC:** <ediok@bos.cccounty.us>

---

I attended your Workshop at the MetroCenter, today. Feb. 16th, in Oakland. Your MC was magnificent and the audience was most imaginative in their responses. Perhaps, there was synergy or symbiosis going on; whatever it was, the audience seemed eager and up to task of tackling any problem, including, even, the National Debt -maybe.

Early in your presentation an slide showed "at any time, **99 percent of all homes are build**", this was a shock! This means, any solution that requires substantial housing changes, location, people density, routes, etc., is, irrelevant.

A member of the audience raised the issue of **urgency**, or rather the lack of urgency. The fact is that the current rate of Global Warming (GW) is set by the CO2 **already** in the atmosphere. There is nothing that can keep matters from getting worse, we can only, if we have a sense of urgency, keep the "rate" of GW getting worse from increasing **faster**, or grow at a slower **rate**. [ABC News: January of this year was the warmest on record. Remember the blizzards?]

There is nothing, that will bring CO2 out of the air, the daily CO2 addition and absorption by vegetation and ocean, decide if matters will get even worse than expected. **For the foreseeable future, GW will get only worse**, period. These words would have no impact on those that demand, "concrete, solid evidence, proof beyond reasonable doubt." For that, **they** are willing to wait more years. Even our President shows no great enthusiasm or urgency.

Thank you for bringing the AC Transit Hydrogen Bus, I spent a long time talking with Mr. Riley who assured me that this type of "Fuel Cell" uses Hydrogen, with ZERO Carbon Emission and could drive everyone's car, the new TESLA electric cars, that may be build in the Port City of Pittsburg and Gov. Schwarzenegger's Electric Hummve -if we had a practical way to deliver the Hydrogen fuel.

In the Internet I saw, (I don't know the site), the operation, in what looked like a private home, of an Electrolysis cell that produces Hydrogen using water and electricity, it was developed for use by NASA Astronauts, (half a century ago?) you can imagine where the water came from; the electricity came from sun-powered electric cells, like many a home in Contra Costa County (not the MetroCenter) has.

Periodically, there are news of increases in "efficiency", in terms of watts per sq. cm. [The 247-foot wingspan "Helios" flew at 96,000 ft [62,000 solar cells on upper wing surface, powered 14 electric motors that spun propellers.

<http://www.nasa.gov/centers/dryden/history/pastprojects/Helios/index.html> ]

The problem of The Energy Independent Home/Car is not the technology but the price. A solar

cell research Silicone Valley company announced a cell with twice the efficiency of other cells (in terms of watts per dollar, the only kind of efficiency that matters, my teacher said) and set up a production facility in the Philippines, about a year ago (that's all I remember).

**To expedite matters, we should go to the End Game, like DoD did for a driverless vehicle for the desert. ABAG and the other Regional Agencies could sponsor a competition for a the Energy Supply in a single home designed for two adults and two children and one electric car, like the TESLA, that may be build in Pittsburg, CA. The total Material cost of the, off-the-shelf components in the unit, to run unattended for a month, would determine the First, Second and Third Place winner. Three electronic supply stores would, independently, verify the validity of the Price Lists.**

**During non-peak power use time, the Electrolysis Unit will produce and store Hydrogen for the family electric car. There are many ways to define the, all-critical, parameter details. A competition between California Universities with a One Million Dollar Prize would bring, the all important International participants and MIT and Cal Tech.**

**Our Governor, who has personally been urging the use of Hydrogen Transportation deserves some recognition in this, yes?**

Michael F. Sarabia  
P. O. Box 5156  
Bay Point, CA 94565  
Ph 925.709-0751

**From:** <Enishin@bart.gov>  
**To:** <climate@abag.ca.gov>  
**Date:** Tue, Feb 20, 2007 10:52 AM  
**Subject:** Climate Change Workshop

Thank you very much for hosting the workshop last Friday on the very important topic of climate change. I applaud you for taking the issue of climate change resulting from high levels of CO2 emissions very seriously and am hopeful that the efforts of Committees around the world such as yours will be able to act quickly enough to avert what is very clearly a serious problem.

At the meeting last week, I forgot to leave you with the green comment sheet so I was hoping to be able to submit my response to one of your questions by e-mail.

In response to your Question #1 which asked "What partnerships can we form to combine forces and work together?" I wrote:

"As the Manager of R&D for the S.F. Bay Area Rapid Transit District, I have worked with Dr. George Cluff at UC Berkeley, Haas School of Business to create a Research and Development coalition to focus on advancing technologies that promote non-petroleum based forms of transportation and the use of renewable sources of energy for all applications. Our coalition would benefit greatly from expressions of support from the regional agencies. The name of our coalition is the "Coalition for a New California Infrastructure (CNCI)."

The Coalition that we have formed has as its mission to develop, demonstrate, and ultimately achieve commercialization of technologies that will lead to major paradigm changes in the way we travel and generate and consume energy. What we demonstrate through this coalition will be replicable throughout the world and will have a significant impact on greenhouse emissions. Much of what we want to achieve, can be achieved without major scientific breakthroughs meaning that success within a few years is definitely possible. I believe that if you can take the time to learn more about our program, you will concur that our program is worthy of your support. I would very much welcome an opportunity to come meet with you to talk about our Coalition and the work that we are doing. And then, if you concur, letters of support from your member organizations would help us as we approach various sources of funding/financing for our work.

Thank you again for the leadership you are taking in addressing the very serious problem of climate change.

Regards,

Eugene Nishinaga

enishin@bart.gov  
(510) 874-7415  
(510) 407-0479 (cell)

**CC:** <cluff@haas.berkeley.edu>

**From:** "Gladwyn d'Souza" <godsouza@mac.com>  
**To:** <climate@abag.ca.gov>  
**Date:** Tue, Feb 20, 2007 7:52 PM  
**Subject:** (spam: 16.9927) 10 point climate change plan

10 point strategy to achieve 90% reduction in CO2 by 2030 based on the IPCC assessment that 450-500 ppm will change the climate for the next 200 years. We are currently at 440 ppm Green House Gases (380 for CO2) and increasing at the rate of 2.5 ppm per year

By Gladwyn d'Souza  
Director, Landuse and Policy  
Peninsula Bicycle and Pedestrian Coalition

1. Ask the Federal Government to make Transportation and Housing funds discretionary to reduce Green House Gases. Local entities that successfully reduce GHG should get a higher proportion of future funds.
2. Transfer fossil fuel subsidies to renewable energy and efficiency programs. Tax the reduced fossil fuel expected at a variable rate so that the net price of fossil fuels stays constant at 2007 levels and gradually increases every year through 2030.
3. Expand the grid to allow micro-generation in remote areas where wind and sunshine are strong and allow carbon credits to individuals.
4. Provide incentives for alternate transportation such as parking cash out and Commute by Bike tax rebates a vastly improved bus program using the HOV lanes as bus only lanes and provide fast, cheap, and convenient transit that is measurably faster than traveling by car to all destinations in the Bay Area. Personal use should advantage smaller, cleaner, slower transport. Make sure that corridors for landuse access and facilities like up front parking and charging stations are available for smaller cleaner and slower transport.
5. Use the most efficient house or vehicle in a jurisdiction to set the codes for what developers must meet for new buildings and remodels or face expensive fees such as are used today for toxic industries. Update these yearly until the goal of a 90% reduction in GHG is achieved by 2030.
6. Ask the Federal Government to negotiate a carbon budget to individuals similar to the Contraction and Convergence system proposed. The CO2 budget would be 1.2 metric tones per year which is the net amount the biosphere can absorb in 2030 when expanded over the whole population. Establish a cap target of 25 % less greenhouse gas by 2020 (as in the California AB 32 Act) and 90% less by 2030 with carbon trading. Cap and trade can still occur but only after corporation have purchased credits from individuals who cause GHG by their consumption patterns. The transport and housing CO2 sector should be traded by individuals; the rest on their behalf by their governments.
7. Establish a National Sustainability Commission to monitor progress and provide incentive payments. Set targets for the states to reach on energy, vehicle travel and fuel economy, and land related greenhouse indicators, which would all be phased to reach the 90% target by 2050.

Payments and fines would be given for achievement or failure.

8. GHG must be considered in the environmental assessment process. Deforestation and soil depletion (CO2 sink reduction), water pollution (CO2 sink reduction) Air pollution (more toxic release of GHG beyond CO2) etc should enact penalties on development that have to be offset with sufficient credits.

9. Provide for local organic agriculture outlets accessible even by children on small, clean, and efficient transport networks so that the overall GHG footprint is lowered.

10. Ask the Federal Government to develop economic and trade incentives and disincentives to restrict cheap and fossil fuel intensive products that do not achieve the CO2 goal set forth in the prior points.

#### Problem statement

Climate Change poses a clear and present danger to life and the inhabited earth. The danger posed to the environment by the current and projected release of pollutants that are affecting the thermal balance of the atmosphere, known as "greenhouse gases," GHG, is so great that mitigation measures must be taken now. The pollutants include carbon dioxide, nitrous oxide, methane, and various halocarbons, which result from the burning of fossil fuels.

Yet no one today is addressing the basic question framed for future generations: How do we get to 70% of 1990 CO2 emissions by 2050? Environmental groups don't address equity. They do not address our ability to set aflame faraway forests and acidify the seas to obtain a steak in a once remote desert, now a booming community in the California Central Valley. Instead we feverishly search for alternate fuels which only make far away commutes and CO2 intensive consumption easier. The result is that the problem of mobility, ever bigger, faster, and more polluting is never addressed. The same groups that say that the Amish never caused global warming fail to see the connection between our consumerist lifestyle and the automotive infrastructure that makes it possible. We have a golden opportunity to reimagine how to preserve a human habitable planet host to immense varieties of life forms. Our challenge today is magnified by feedback mechanisms in the climate which are accelerating our race to extinction.

**From:** paula rainey <prainey@mac.com>  
**To:** <climate@abag.ca.gov>  
**Date:** Wed, Feb 21, 2007 9:04 AM  
**Subject:** friday workshop oakland

Dear friends at ABAG

I am very interested in the programs and problem solving for improving air quality and impacting global warming in bay area; but, i won't be able to attend the program on Friday.

just and idea to share----I have worked on and off over the years doing home visiting for health care and education projects. there must be hundreds of nurses, social workers, therapists, teachers, coaches..... everyday going from one home to another in Alameda county alone. It always seemed to me that there must be a way to combine the car trips and/or make it possible to p/u car or bike from BART stations for use on these visits. the agencies generally reimburse for mileage. their budgets are all impacted by the rising oil costs and as a result they cut back on direct service delivery---- you wouldn't believe the number of SUV's that run around the county everyday!!!!

Programs serving medically fragile children , seems to me, would jump at an opportunity to test drive a fleet of electric cars, or to team up with others doing work in same geographic area.... but a huge job to coordinate trips

i'm all for decreasing the # of car trips for workers

not sure if this kind of idea is what you are looking for, but it always bothers me that i need my own person al car to do the work.  
thanks  
paula rainey



**From:** jack & jane lueder <jjlueder@comcast.net>  
**To:** <climate@abag.ca.gov>  
**Date:** Wed, Feb 21, 2007 11:15 AM  
**Subject:** Comments for Climate Change Workshop

I live in Santa Clara (city & county of) and see an array of actions by local government/public agencies that defy the concept of all of us being responsible for solutions to man made climate change.

Five examples:

Many Valley Transit Agency (VTA) busses drive around town empty except for the driver. These are full sized busses. There are complaints about gas guzzling SUV s, how much worse is a bus with zero passengers? The VTA could substitute small efficient vehicles for those route & times when the large ones are not needed.

The local & state traffic control agencies do not appear to cooperate on signal timing at any time. Also, the local traffic control agencies do not appear to consider efficient traffic timing to be important in off-peak hours yet these hours accumulate a significant climate change impact over a year.

Local street/traffic agencies do not appear to consider climate change in decisions to install stop signs or traffic lights which operate 24x7 yet are "needed" only a few hours of some days. We worry about the mileage rating for cars but what about one for roads?

Local handicapped transport services operate full sized vehicles (e.g. Ford Crown Vic) for transporting one person.

Some local schools operate with what seems like no concern for energy efficiency.

Government/public agencies should be put on notice that there will be an assessment of their performance in these areas. I suspect that there are not now any incentives for energy efficiencies in public agencies.

Regards,

J Lueder

**Climate - - comment on climate change strategy**

---

**From:** <sue@sustainableearthinitiative.org>  
**To:** <climate@abag.ca.gov>  
**Date:** 2/21/2007 4:48 PM  
**Subject:** comment on climate change strategy

---

(I attended the Feb 16 workshop)

The analysis on GHG contributions from transportation sources was very compelling. It confirms what most of us knew, and some serious behavior changes must take place. For starters -- whatever happened to the BAAQMD Trip Reduction Program of 1993? It was mandatory for large employers, then became voluntary only and then it just seemed to disappear. As an environmental practitioner (consultant), I used the material in 1993-94 -- employee surveys, calculation worksheets, etc. -- and found them very useful. As a matter of fact, I still use some of the material for work I do today. It would be really useful if BAAQMD updated and re-published it with the calculation tool on a CD. Even better, BAAQMD should consider making the process mandatory for all private and public organizations of more than 20 employees. People must be forced to look at the hard choices and once they do, I think we will see behavioral changes.

Susan Sakaki  
Sustainable Earth Initiative  
1904 Franklin Street, Suite 418  
Oakland, CA 94612  
510-531-5377

**From:** Tracy Corral <tcorral@cyclecalifornia.com>  
**To:** <jrubin@pencoalition.com>, <mayor@ci.berkeley.ca.us>, <Thomas\_W.\_Azumbrado@HUD.GOV>, <tom\_ammiano@ci.sf.ca.us>, <bblanchard@srcity.org>, <council@ci.sunnyvale.ca.us>, <dave.cortese@sanjoseca.gov>, <bdodd@co.napa.ca.us>, <climate@abag.ca.gov>  
**Date:** Thu, Feb 22, 2007 1:40 PM  
**Subject:** (definitely spam: 30.2201) Global climate change workshop

Hello. I won't be able to attend tomorrow's workshop, but I do have some thoughts about a solution to climate change. It is bike riding. There are a lot of reasons to use a bike for commuting to work, running errands or getting around town. One doesn't have to be a hard-core rider/racer type; one doesn't have to sell one's car; using a bike has health benefits as well as offering a cheaper alternative to using a car for short trips. Riding a bike doesn't cause the air pollution that driving a car does.

However, what DOES stop people from using their bikes for more than recreation is an attitude that seems to be fostered by organizations such as Metropolitan Transportation Commission and Association of Bay Area Governments (among others): Money goes into widening roads without concomitant bike lanes; speed limits are high on roads that could be shared with bicyclists; "Share the road" seems to be more of a cliché that means cyclists have to be wary of motorists, not that motorists AND bicyclists have to share their space on California's roadways; if there is a collision between the motorist and bicyclist, law enforcement officials will be more concerned with attributing blame for the collision to the cyclist (I know this from hard experience).

In the general election in November, there was a proposition on the ballot, Measure 1B. This bond measure as written and passed by the voters undermined an assembly bill (AB32) signed earlier by the governor. It has no mechanism for earmarking money for bicycle projects. Meanwhile, AB32 was a start toward recognizing that bicycling can contribute to a solution to global climate change.

Essentially, I believe that there has to be an attitude adjustment on the part of official organizations such as MTC and ABAG regarding bicycling.

Regards,

Tracy Corral

--

Tracy Corral  
Publisher/Editor, Cycle California! Magazine  
1702-L Meridian Ave. #289  
San Jose, CA 95125  
ph: 408-924-0270  
fax: 408-292-3005  
toll free: 888-292-5323  
[www.CycleCalifornia.com](http://www.CycleCalifornia.com)

**From:** <DeLong007@aol.com>  
**To:** <climate@abag.ca.gov>  
**Date:** Sun, Feb 18, 2007 12:56 AM  
**Subject:** (definitely spam: 27.2708) JPC Climate Workshop comments

Gentlepersons:

I was not able to attend the workshop on Friday, February 16, 2007, but would like to offer some thoughts to those that will be working the issues that motivated the workshop. Since my comments are not so much specific recommendations, but rather context for addressing climate change and other problems we are facing on Planet Earth, I hope their submission after the actual workshop took place won't diminish their usefulness.

Al Gore in his book and movie has described global warming as an inconvenient truth. (Isn't using the term climate change instead gilding the lily just a tad?) Without disagreeing with Gore's characterization at all, is it possible that global warming is neither the most inconvenient nor the most fundamental truth we are having trouble coming to grips with as a species? I believe that global warming is just one symptom of a much more fundamental and inconvenient truth about human culture. I am somewhat encouraged that the key questions that were set out to frame a group discussion at the workshop are rather congruent with addressing solutions to this larger issue.

Consider the following title for a possibly impractical and definitely under-funded project I have in mind.

Imagine: Healing the Whole World -- Breaching the walls that divide us by resurrecting partnership-oriented culture

This title is a sort of triple homage. Imagine refers to John Lennon's song of that name, which was perversely banned from airplay by Clear Channel Communications for some period of time after the September 11, 2001 attacks. Dr. Carol Queen was the first person I ever noticed using the phrase "heal the whole world" in print; it appeared near the close of her autobiographical piece in *Women of the Light*. Being a person of considerable grace and one to chose her words carefully, I fully expect she intended that phrase to be taken seriously.

The last part of the title refers to the work of Riane Eisler which appears in *The Chalice and the Blade* and a number of subsequent books. The central theme of this work is recognizing that human culture has historically been organized along both partnership-oriented and dominator-oriented lines, but that present day culture has become virtually exclusively dominator-oriented.

So, what is this project about? Probably the most complex undertaking humans have ever attempted, several orders of magnitude more difficult than putting a person on the Moon. I doubt that I or any small group of people could possibly figure out the specifics of how to accomplish such an undertaking. It will probably require the collective wisdom of a few billion people. Fortunately, that is a resource that we have available, although it may be currently significantly underutilized.

Eisler's work makes clear the distinction between partnership-oriented culture and dominator-oriented culture and chronicles the events when the latter wiped out the last significant examples of the former around the Mediterranean

Sea just before the dawn of recorded history. She describes some of the significant differences between cultures based on those two orientations and in her later books puts forward an approach to developing partnership-oriented curriculum. All good things indeed.

However, there are a number of important questions about partnership-oriented versus dominator-oriented culture that to my knowledge her work does not yet cover. It is developing the best answers we can to those questions and then figuring out where we want to go as a species that the project aims to facilitate. The result could range from taking no action to completely reshaping virtually every aspect of our culture (social, business, educational, religious, health care, legal, financial, governmental, you name it). Some of these questions and brief discussion on each follow.

1. How do we know that in the modern world partnership-oriented culture would improve the lot of humans?

I think there are two main avenues of responding to this question. One is to look at which problems that exist in our current culture are created or exacerbated by dominator-oriented culture. Since dominator-oriented culture is based upon pain or the threat of pain it tends to create barriers (physical and/or emotional) between people. As these barriers get more well-developed, the societal costs and personal dysfunction increase. For example, in Bill Moyers' series on drug addiction, *Close to Home*, it is mentioned that those with drug abuse problems tend to have especially poor connections to other people.

More speculatively, one might examine whether dominator-oriented culture is creating emotional trauma and resulting dissociative disorders on an epidemic scale. Perhaps one reason it takes on average 8 years of therapy to diagnose dissociative identity disorder (a particularly severe condition) is that therapists have a hard time seeing disorders that are culturally wide-spread as disorders.

The other avenue is to look for modern examples of partnership-oriented institutions and assess how well we are served by them. [The members of the JPC could also fall into this category.]

One of these is Montessori education, which embodies partnership in at least 3 distinct ways. First, to develop her approach to education, Dr. Maria Montessori had to establish a partnership between herself and students to understand how they naturally learned from their environments. Second, her classroom model is that the teacher is in partnership with the students to facilitate their education. Finally, as they reach an appropriate age, the students form partnerships among themselves to work together on educational tasks. Studies of Montessori students have shown significantly better educational outcomes compared to those experiencing other educational methods.

There is another connection of Montessori education to Eisler's work. Although not a Montessori student herself, Eisler was a Montessori parent. One cannot help but wonder whether being exposed to Montessori educational principles through her children stimulated Eisler's important work on partnership. Montessori in her writing seems to have been searching for a larger context to explain what she was developing. Eisler may well have provided that context much more than anyone else has up to this point in time.

2. What factors led to dominator-oriented culture wiping out

partnership-oriented culture and could those be reversed to facilitate resurrection of partnership-oriented culture?

Since the demise of significant partnership-oriented cultures occurred before recorded history, we will probably never be able to answer this question with absolute certainty, but a credible circumstantial case may be constructible.

In her books Eisler describes the locales of partnership-oriented cultures as being pleasant places to live, while the invading hordes that wiped them out came from areas like the semi-arid steppes of Eurasia. One might conclude that stressful living conditions tip the balance toward dominator-oriented culture. This would imply that stress must be reduced to successfully resurrect stable partnership-oriented culture. This is consistent with pain or the threat of pain being the prime motivating force in dominator-oriented culture.

Stated another way, dominator-oriented culture may be the canary-in-the-coal-mine for human overpopulation. It would be interesting to ask an authority like Dr. Paul Ehrlich at Stanford whether it could be that we actually started becoming overpopulated (at least relative to the food production technology of the time) thousands of years ago.

The issue of human population levels also plays a more clear-cut role in vexing policy makers. We all want our homes to go up in value faster than inflation. That will likely go on as long as the human population continues to increase. Business and finance types also like to preach the virtues of growing out of our problems. So we are motivated on several levels to attempt to reproduce our way to prosperity.

But we all also want our quality of life to increase, and it is virtually bound to decrease with increasing population (denser housing, clogged freeways, global warming, depleted fisheries, etc.). So we have this contradictory stance relative to population levels even before the resurrection of partnership-oriented culture enters the picture.

3. Is there any practical way to solve many of our societal problems (like global warming) without resurrecting partnership-oriented culture?

Now we are getting down to some serious inconvenience. And maybe some serious truth. Eisler speaks in her books about dominator-oriented culture continuously searching for means to maintain its control. It certainly seems to be doing so in the current White House administration. So while we may score some tactical victories in specific areas, I submit we will lose the war (or at best have a stalemate) if we fail to keep our eye on the strategic goal of resurrecting partnership-oriented culture.

4. Are there risks involved in attempting to resurrect partnership-oriented culture?

Huge ones. Recall that there was this fellow known as Jesus of Nazareth who is reported to have been tortured to death (crucifixion seems like too clinical a term). I think what earned him this treatment wasn't some minor doctrinal infraction, but his advocating partnership-oriented feminism.

[For a more current example, I suspect that much of the villification heaped upon Bill Clinton was because he understood this partnership versus dominator dynamic and was squarely in the partnership corner. That drove the die-hard

dominators nuts and they showed it.]

On the other hand, some have written that we all have divinity within us. It may be a uniquely human ability to consciously perceive our own overpopulation and take action to remedy it. Ultimately, that may be the only way to genuinely express our divinity.

In closing I thank you for your efforts to address global warming and for soliciting community inputs.

Regards,  
Doug DeLong  
982 Wright Ave. #1  
Mountain View, CA 94043-4630  
(650) 969-2631

**From:** Sabrina Merlo <sabrina@bayareabikes.org>  
**To:** <tedd@abag.ca.gov>, <climate@abag.ca.gov>  
**Date:** Mon, Mar 5, 2007 12:05 PM  
**Subject:** Bay Area Bicycle Coalition climate change comments

Hello Ted.

I hereby submit the BABC's response to the JPC "call for ideas" regarding global climate change. I will also put this in the mail.

Please let me know if there is opportunity for follow-up or participation in further conversations regarding this report. And thank you for your efforts organizing this process.

Best,  
Sabrina Merlo

.....  
Sabrina Merlo  
Regional Advocacy Director  
Bay Area Bicycle Coalition  
<http://www.bayareabikes.org/>  
[sabrina@bayareabikes.org](mailto:sabrina@bayareabikes.org)  
510.325.5178

**CC:** Cole Portocarrero <cole@bayareabikes.org>





# Bay Area Bicycle Coalition

of the San Francisco Bay Area

PO Box 2214, Novato, CA 94948-2214 • 415.246.8078 • cole@bayareabikes.org

## BABC Board of Directors

David Burch  
Chair

Deb Hubsmith  
Vice Chair

Mark Birnbaum  
Treasurer

Carol Levine  
Secretary

Alameda County  
Robert Raburn  
East Bay Bicycle Coalition

Contra Costa County  
Dave Favello  
East Bay Bicycle Coalition

Marin County  
Deb Hubsmith  
Marin County Bicycle  
Coalition

Napa County  
Lou Penning  
Napa County Bicycle  
Coalition

San Francisco County  
Andy Thornley  
San Francisco Bicycle  
Coalition

San Mateo County  
Steve Vanderlip  
Peninsula Bicycle &  
Pedestrian Coalition

Santa Clara County  
Corinne Winter  
Silicon Valley Bicycle  
Coalition

Solano County  
J.B. Davis  
Solano County  
Bicycle Advisory Committee

Sonoma County  
Christine Culver  
Sonoma County Bicycle  
Coalition

At Large Directors  
David Burch  
Mark Birnbaum  
Carol Levine  
Carolyn Helmke

Cole Portocarrero  
Executive Director

March 1, 2007

Joint Policy Committee c/o Ted Droettboom/ABAG  
P.O. Box 2050  
Oakland, CA 94604-2050

Re: Climate Change comments

Dear Joint Policy Committee members:

Thank you for the opportunity to comment on regional policies promoting climate protection. The leadership of the Joint Policy Committee (JPC) is crucial for the Bay Area to contribute to the global effort to prevent massive climate change.

The Bay Area Bicycle Coalition (BABC) works on regional issues on behalf of bicycle coalitions throughout the nine-county Bay Area. First and foremost, BABC recommends that JPC and the regional agencies explicitly recognize that **bicycles are zero emission vehicles (in terms of both greenhouse gases and criteria pollutants)**, and that bicycles are the most economical and energy-efficient mode of transportation. Given that the transportation sector accounts for at least 50% of carbon dioxide emissions in the Bay Area, reducing motor vehicle trips and VMT is clearly critical to the effort to reduce CO2 emissions. Bicycles should be an essential element of a comprehensive regional strategy to reduce CO2 emissions from motor vehicles.

According to the 2001 National Household Travel Survey, 41% of all trips are less than two miles in length. This two-mile statistic is one of the many compelling reasons to prioritize the completion of bicycle transportation infrastructure. **Closing the gaps** in our regional bicycle network can occur in the short term with relatively little financial investment. This will alleviate many people's fears around the safety of riding bikes and greatly increase this zero-emission mode choice for many of these short trips.

**Promoting cycling must be an integral part of the Bay Area's climate protection strategy.** Specific ways BABC recommends that the JPC regional agencies can provide significant leadership in greenhouse gas reduction policy include:

- ➔ MTC and regional partners should ensure funding to fully implement the Regional Bicycle Plan (revised version being completed this year) within the next 6-8 years. This includes the expansion of Safe Routes to School and Safe Routes to Transit, as well as the Regional Bicycle and Pedestrian funding program.

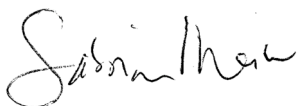
- ➔ Adopt ambitious but realistic goals for bike share of commute trips and total trips. The regional agencies should develop objectives to increase bicycle and pedestrian mode share and should forge partnerships with cities, counties, CMA's, and advocacy groups to eliminate barriers and to increase bicycle and pedestrian mode share..
- ➔ Create funding and incentives for local cities and counties to abide by the MTC's Routine Accommodation policy checklist.
- ➔ Provide cities and counties with incentives and best practices that would eliminate obstacles to bike plan implementation, such as:
  1. Adopt a new Level of Service criteria that would accurately reflect multimodal priorities and become the inclusive standard for assessing how the Bay Area spends transportation funds.
  2. Recommend the use of American Association of State Highway and Transportation Officials (AASHTO) guidelines over Caltrans' highway design specifications,
  3. Remove free parking where it acts as a barrier to bikeway continuity, and at the same time fund a greater share of road maintenance costs through parking fees that reflect real land values where demand warrants.
- ➔ Condition funding for housing, transportation and infrastructure to implementation of a robust regional smart growth vision, and include bicycle and pedestrian infrastructure as part of all projects (including safe and convenient bicycle access, secure bike parking, bicycle commuter incentives, and amenities like shower and locker facilities).
- ➔ Launch a vigorous public outreach and education campaign to promote cycling based upon benefits in terms of climate protection, air quality, energy efficiency, and public health and fitness.

Ultimately, JPC and the regional agencies need to implement policies and measures to increase the cost of driving. This approach will have the dual benefit of reducing vehicle use and CO2 emissions, while generating revenue that can be used to promote alternative travel modes. Increasing the regional gas tax, increasing bridge tolls, and congestion pricing (as was done successfully in London) are all mechanisms the JPC can utilize to generate revenue to shift travel from automobiles to transit, cycling and walking.

Climate change is the most serious issue on our collective plate. If the Bay Area is going to live up to our global reputation as cultural, technical and economic innovators, then we need JPC and the regional agencies to lead the way by drastically improving alternatives to the automobile—one of which is by making the bicycle a more safe and convenient personal choice.

Please do not hesitate to call upon our organization for clarification or further information. I can be reached at 510-325-5178 or [sabrina@bayareabikes.org](mailto:sabrina@bayareabikes.org).

Sincerely,



Sabrina Merlo  
Regional Advocacy Director



**From:** <Diehl.Kathy@epamail.epa.gov>  
**To:** <tedd@abag.ca.gov>  
**Date:** 4/12/2007 2:04 PM  
**Subject:** JPC Workshop - Responses to Questions  
**Attachments:** JPC Response to Questions.wpd

**CC:** <Zimpfer.Amy@epamail.epa.gov>, <Valentine.Stephanie@epamail.epa.gov>

Dear Ted,

Thank you for the opportunity to provide suggestions on how the Joint Policy Committee (JPC) may wish to proceed in addressing climate change in the Bay Area. The U.S. Environmental Protection Agency (EPA) is interested in supporting local governments in pursuing clean energy solutions for climate change. We have several voluntary programs which address both energy efficiency and renewable energy that are applicable to this.

I have prepared responses to the key questions attached to the invitation for the February 16 Regional Climate Action Workshop. My responses focus primarily on EPA's voluntary programs and how they may assist the JPC and its members in directly reducing their greenhouse gas emissions and/or supporting local community organizations and agencies in doing so. See attachment below.

Please contact me, unless otherwise indicated, if you have questions about the programs described in the responses. For more information you may also go to the program websites provided in the responses.

Thank you,

Kathy Diehl

Kathy M. Diehl  
Climate Change/ENERGY STAR  
U.S. Environmental Protection Agency  
75 Hawthorne St., AIR-8  
San Francisco, CA 94706

Phone: 415 972-3996

(See attached file: JPC Response to Questions.wpd)

.....

### Question 1:

Many of you are already taking action on climate protection. There are some excellent projects and programs being implemented by government agencies, businesses, schools, community groups, etc.

*How can these four regional agencies specifically help your city or business or community group to move forward with climate protection? What partnerships can we form to combining forces and work together?*

- **Resources to Support Municipal Governments:** EPA headquarters is in the process of putting in place or developing resources to support municipal governments in their efforts to reduce greenhouse gases (GHG). Various links to these resources are now available on EPA's Clean Energy Web Site. Links relevant to municipalities include EPA's "Clean Energy-Environment Municipal Network," "Tools and Resources for State and Local Governments," and "Programs and Resources to Support Local Best Practices." I highly recommend that these resources be accessed now or as they become available in the development of the four agencies' regional climate effort. The current or upcoming resources are described more fully below. Please contact Andrea Denny, EPA Headquarters Local Outreach Contact, at 202 343-9268 for general information about EPA's resources to support municipal governments. See [www.epa.gov/cleanenergy/](http://www.epa.gov/cleanenergy/) for links to these resources.
- **Clean Energy-Environment Municipal Network:** The "Clean Energy-Environment Municipal Network" is under development. The EPA is coordinating federal, state, and non government organizations to make available a comprehensive database of planning, policy, technical, analytical, and information resources for municipal governments. The network will also include highlights of local government clean energy actions to recognize and help others replicate the successes. In addition, EPA is developing a "Municipal Best Practices" guidance. Look for these resources on the website in the fall of 2007.
- **Tools and Resources for State and Local Governments:** The "Tools and Resources for State and Local Governments" link lists a suite of tools and resources that states and local governments can use to quantify the economic, air quality, GHG, and public health impacts of clean energy policies and programs. They include the "Clean Air and Climate Protection Software," which allows

localities to analyze the impact of clean energy measures on criteria air pollutants as well as GHG.

- **Programs and Resources to Support Local Best Practices:** The “Programs and Resources to Support Local Best Practices” page describes EPA programs and resources that can help local governments implement these best practices in their communities. The primary program headings are “Energy Efficiency Programs and Resources,” “Energy Supply Programs and Resources,” “Transportation and Air Quality Programs and Resources,” “Heat Island Reduction Programs and Resources,” and “Cross-Cutting Programs and Resources.”
- **National Partnerships:** I would like to highlight some of the national partnerships and programs found under “Programs and Resources to Support Local Best Practices” and encourage the four agencies to participate in and promote these programs.
- **Energy Efficiency Programs and Resources.** I encourage the four agencies to each join with EPA in an ENERGY STAR Partnership to implement energy efficiency measures in their own facilities and/or promote energy efficiency in other sectors such as local governments. Many government buildings could use nearly one-third less energy through low cost or no-cost improvements. ENERGY STAR brings government agencies a proven energy management strategy to save energy and money while demonstrating environmental stewardship. Local governments can become an ENERGY STAR partner, apply for ENERGY STAR labels for eligible buildings, take the ENERGY STAR Challenge to improve the efficiency of their buildings by 10% or more, and take the Challenge to their business community. ENERGY STAR provides tools for measuring, tracking, and setting energy savings goals, online energy management training, communication kits, financing information and other materials such as case studies of energy savings.

Please contact Kathy Diehl at 415 972-3996 to find out more about how to become an ENERGY STAR Partner. See [www.energystar.gov](http://www.energystar.gov) for more details about the program.

- **Energy Supply Programs and Resources.** Green power is an environmentally friendly electricity product that is generated from renewable energy sources. Purchasing green power can be one of the easiest ways to reduce the environmental impacts

associated with electricity use, while offering a number of economic benefits over conventional electricity. The U.S. EPA's Green Power Partnership (GPP) works with a wide variety of leading organizations such as Fortune 500 companies, small and medium sized businesses, colleges and universities as well as state, federal and local government Partners. EPA offers technical assistance, credible green power purchase benchmarks, market information, and opportunities for recognition for leading purchasers. Local governments can join the GPP by purchasing green power in amounts that meet or exceed EPA's GPP purchase requirements, or become a Green Power Community by engaging in the broader community to purchase green power. See [www.epa.gov/greenpower](http://www.epa.gov/greenpower) for more information on and contacts for the GPP Program.

· **Transportation and Air Quality Programs and Resources.** Best Workplaces for Commuters is a business/government voluntary initiative offering innovative solutions to commuting challenges faced by employers and employees. Established by EPA and the U.S. Department of Transportation, this program provides the tools, guidance, and promotion necessary to help U.S. employers of any size incorporate commuter benefits into their standard benefits' plan, reap financial benefits, and gain national recognition. Participating companies earn the designation "Best Workplaces for Commuter SM" - a mark of excellence for environmentally and employee-friendly organizations. For more information on and contacts for this program please go to the website at [www.bestworkplacesforcommuters.gov/](http://www.bestworkplacesforcommuters.gov/)

## Question 2:

"Regional leadership" can mean many things.

*What is the most important kind of regional leadership that we need from the four agencies?*

- Visionary leadership? (e.g., create a long-term vision for where we are going)
- Strategy implementation? (e.g., major public involvement and education campaign)
- Provider of resources? (e.g., provide funding for local climate protection efforts)
- Convener? (e.g., facilitate partnerships)
- Other?

- I believe all of the above leadership roles are important and the Bay Area could benefit from these four agencies implementing all of them in combination.

### Question 3:

Land use is one of the keys to reducing emissions from transportation. There are a number of agencies that make transportation decisions (MTC, county congestion management agencies, transit agencies). At the same time, local governments (101 cities and 9 counties) generally control land use in the region.

*Given this dynamic, what role should the four regional agencies plan to develop more climate-friendly communities? How can these agencies best work with local governments to advance these issues?*

- **Smart Growth and Urban Heat Island Programs:** To support development of more climate friendly communities the four agencies may be interested in promoting some of the land use related measures offered through EPA's Smart Growth and Urban Heat Island programs.
- **Smart Growth Program:** The Smart Growth Program is primarily an EPA Headquarters effort which helps citizens make informed decisions about how and where to grow. Smart growth helps to mitigate the heat island effect, an umbrella of air over a city or built-up area causing surface temperatures that are higher than nearby rural areas. Smart growth also provides a framework for increasing regional environmental protection, enhancing community character, and strengthening local economies. The federal government promotes smart growth through transportation, tax, housing, and other policies. The Smart Growth Program sometimes offers grants to support activities that improve the quality of development and protect human health and the environment. When these grants are offered, they are always announced on the Smart Growth website, [www.epa.gov/smartgrowth/](http://www.epa.gov/smartgrowth/), and on the [www.grants.gov](http://www.grants.gov) website. See the Smart Growth website for contacts and more information on the program.
- **Heat Island Reduction Initiative:** EPA launched the "Heat Island Reduction Initiative" (HIRI) in 1997 to serve as a multi agency effort to work with communities and public officials across the U.S. to reduce the impacts of heat islands. Through the HIRI, EPA promotes commonsense measures to reduce local ambient



temperature, smog, cooling energy demand, and GHG emissions through heat island technologies and practices. These can include use of reflective surfaces and urban forestry. The HIRI program also helps cities and their stakeholders evaluate the potential benefits of mitigation strategies. It offers outreach materials, tools, and guidance that provide communities with the information to develop projects, programs, and policies to implement strategies that reduce heat islands and save energy.

For more detailed information about this program please contact Kathy Diehl at 415 972-3996 or go to [www.epa.gov/heatislands](http://www.epa.gov/heatislands), the program website.

#### **Question 4:**

There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snow pack, etc.

*What is the proper balance of regional resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?*

- **Global Change Research Program:** There may be an opportunity for EPA to support the regional agencies in determining the proper balance of resources devoted to reducing GHG emissions and adaption strategies and the adaptation role they play. The U.S. Climate Change Science Program is a multi agency program that EPA participates in through its Office of Research and Development's Global Change Research Program. This is an assessment-oriented program with primary emphasis on understanding the potential consequences of climate variability and change on human health, ecosystems, and socioeconomic systems in the United States. This entails: (1) improving the scientific basis for evaluating effects of global change in the context of other stressors and human dimensions; and (2) conducting assessments of the risks and opportunities presented by global change; and (3) assessing adaption options to improve society's ability to effectively respond to the risk and opportunities presented by global change as they emerge. EPA's intramural assessment program has four areas of emphasis: (1) human health; (2) air quality; (3) water quality; and (4) ecosystem health.



EPA's Office of Research and Development sponsors several research projects on the potential impacts of climate variability and change on California's water supply, ecosystems, and air quality. Information from this research could be of value to the regional agencies in determining the proper balance of resources. In addition, EPA's Office of Research and Development is working with EPA's Regional office in San Francisco on preparation for a workshop here to address the impacts of climate change on air quality in California and other EPA Region 9 states, i.e., Arizona, Nevada, and Hawaii. It is our hope that regional agencies will participate in this workshop.

Please contact Meredith Kurpius at 415 947-4534 for more information regarding California impacts and the workshop. Please see [www.epa.gov/globalresearch](http://www.epa.gov/globalresearch) for detailed information on EPA's Global Change Research Program.

#### **Question 5:**

Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us we need to start making progress in the near-term.

*What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?*

- There are two very effective ENERGY STAR programs that could be implemented by the four agencies in the next one to three years, the ENERGY STAR Change a Light, Change the World Campaign and the ENERGY STAR Challenge.
- **ENERGY STAR Change a Light Program:** Nearly 20% of U.S. residential electricity is used to light our homes. The ENERGY STAR Change a Light, Change the World Campaign, is a national call-to-action to encourage individuals to help change the world, one light, one energy-saving step at a time. The EPA, the Department of Energy, and the Department of Housing and Urban Development are sponsoring the 2007 Campaign. The campaign builds momentum throughout the summer and early fall with a central rallying point on ENERGY STAR Change a Light Day, Wednesday, October 3, 2007.

The four agencies can assume a leadership role and become Pledge Driver by making commitments to invite their employees

and/or jointly the Bay Area community to take the Change-a-Light Pledge. The pledge reads "I pledge to do my part to save energy and help reduce the risks of global climate change by replacing at least one light in my home with an ENERGY STAR qualified one." On average, each ENERGY STAR qualified light bulb can save more than \$30 in electricity costs over the lifetime of the bulb and prevent more than 450 pounds of GHG emissions. As Pledge Drivers the four agencies can track and promote the difference they are making in helping to preserve the environment and energy resources. As Pledge Drivers they can also gain access to customizable materials to engage their employees and/or the community and personalized tools to track progress being made against Pledge goals. These materials include the ENERGY STAR Change a Light, Change the World Executive Toolkit for Mayors. Once the Pledge goals are reached, the Pledge Drivers will receive a certificate and a press release template highlighting the differences they have made.

For more information regarding the campaign please contact Lisa Tharp at 415 947-4142 or go to the ENERGY STAR website at [www.energystar.gov](http://www.energystar.gov)

- **ENERGY STAR Challenge:** The four agencies can join and/or encourage local agencies and organizations to join the ENERGY STAR Challenge and work with EPA to reach out to their constituents and members to promote energy efficiency in buildings. EPA issued the ENERGY STAR Challenge to call on building owners to improve the efficiency of their buildings by 10% or more. EPA estimates that if each building owner met this challenge, by 2015 Americans would reduce GHG emissions equivalent to those from 15 million vehicles, while saving about \$10 billion. Participants in the ENERGY STAR Challenge would work with EPA to promote the goals of the Challenge to their members and/or constituents, and to educate them on the benefits of learning about and implementing energy efficiency through ENERGY STAR. Participants receive ENERGY STAR Challenge Toolkits with ideas for promotional/educational activities as well as templates and other materials to aid in their efforts.

Please contact Kathy Diehl at 415 972-3996 for more information on joining the ENERGY STAR Challenge. For more detailed information about the program please go to the ENERGY STAR website at [www.energystar.gov](http://www.energystar.gov)

